UC-NRLF
B 3 110 625
G
477
R5

Nine Months On A Cruise

AND EXPERIENCES IN NICARAGUA

YC 10205

Univ Calif - Digitized by Microsoft

THE LIBRARY
OF
THE UNIVERSITY
OF CALIFORNIA

PRESENTED BY
PROF. CHARLES A. KOFOID AND
MRS. PRUDENCE W. KOFOID

Univ Calif - Digitized by Microsoft ®

Digitized for Microsoft Corporation
by the Internet Archive in 2008.
From University of California Libraries.
May be used for non-commercial, personal, research,
or educational purposes, or any fair use.
May not be indexed in a commercial service.

G477
R5

NINE MONTHS ON A CRUISE

Being a history of the cruise of the U. S. S. California from November 15, 1911 to August 15, 1912, to Hawaiian Islands, Philipine Islands, China and Japan

CHAPTER I.

THE HAWAIIAN ISLANDS

On the night of November 14, 1911, the United States Pacific Fleet—consisting then of two divisions, the California (Fleet and First Division Flagship) with the South Dakota and Maryland forming the First Division, and the West Virginia (Second Division Flagship) and Colorado Composing the Second Division,—completed Autum Target Practice, 1911. On the morning of the 15th the Fleet assembled in the harbor of San Diego, Cal., everyone expecting that we would there complete preparations for the voyage to Honolulu for which orders had been issued from time to time and which though delayed by unforeseen occurrences was to be made after the completionof this target practice. Somewhat unexpectedly Rear Admiral Chauncey Thomas, U. S. N., Commander-in-Chief, United States Pacific Fleet, received orders, changing and modifying previous ones, with the result that at 5:30 p. m. on this day the first division left for San Francisco, the second division remaining long enough to take on coal and police up after target practice.

The first division went immediately to Tiburon, arriving on the 17th, filled up with coal and then dropped down off San Francisco where they at once commenced to hustle on stores and equipment of all kinds necessary for a possible extended absence from a base of supplies.

Univ Calif - Digitized by Microsoft

M314204

Meanwhile, all men whose time expired prior to April 1st, 1912, were transferred from the Fleet and their places filled with men from the Indep endence, Pensacola and Oregon.

The second division got away from San Diego on the 17th, arriving at San Francisco on the morning of the 19th, and also jumped into the game to grab what they needed to complete their outfits.

Amidst all the rush of work, time was found for liberty so that all who wished to say goodbye to friends or relatives had the opportunity to do so.

At 5 o'clock on the afternoon of November 21st, the five swift cruisers swung into line and moved quietly down the bay in column natural order—distance 500 yards, out through the Golden Gate and onward over the rolling blue water—heads pointed toward the setting sun.

With everything shipshape above and below we bucked a moderate sea at 10 knots, steaming easily along at that speed until the recruits might have a chance to discover the first principles of what constitutes perfectly good sea-legs and to learn to accomodate their delicate digestive apparatus to the heave and surge of the briny deep.

Many of those who had been in the service for periods of but a few days or weeks quickly discovered the effect a ship rolling four ways at once has on land nerves., but they had no particular reason to feel ashamed as the heavy ground swell aided by the stiff breeze blowing made some of the plankowners who had been snatched away from their joyous guardo existence sit up and take notice.

Station billets had been issued to the newcomers as soon as they came on board so they soon found themselves and settled down to make a home of the ship. Routine drills, plenty of eats, sleeps and ocean ozone, kept things from becoming too monotonous. At each meal, and when groups gathered together in their part of the ship for a talkfest, speculation was rife as to where we were going and why. Extra editions of the "Scuttle Butt News" were published at frequent intervals, and each number contained the latest dope as to our future move-

Univ Calif - Digitized by Microsoft ®

ments. As every possible move was anticipated it only remained to pick the right one for somebody was surely right, but who, nobody knew.

Fleet maneuvers were carried out from day to day, and on the morning of the 24th, while the fleet was steaming in two columns, the captain of the steamship Wilhelmina requested permission by wireless to pass through the fleet in order that the officers and men might have a chance to catch a glimpse of relatives and friends on board who were on their way to Honolulu. Permission was granted and as she slowly steamed down the line every pair of field glasses in the fleet and on the Wilhelmina were put in active commission.

At 4:30 p. m., November 28th, the first division arrived and docked at Honolulu. The second division did not arrive until 9 a. m. the following day.

Thanksgiving day was welcome, as always. Liberty, a good dinner, and sports on shore furnished diversion and amusement. The Colly beat the Cally 7-2 in their first mixup on the diamond for the edification of the Honolulu fans, and that started the ball rolling—a number of lively games being pulled off every day or two between the ships and local teams during the remainder of our stay in this port.

On December 2d the first Division encircled the island of Oahu (on which Honolulu is located,) anchoring at night off Waialua Bay. These were the first warships to anchor there since, over one hundred years ago, a Russian warship sailed into the harbor, was blown ashore and wrecked.

On the evening of December 1st, the marines stationed at Honolulu held their annual dance on the roof garden of the Alexander Young hotel. All the officers and men of the fleet were invited to attend, and we were there strong. The program included 20 dances, each dedicated to something connected with the service. Music was furnished by two classy Hawaiian orchestras, delicious refreshments were served, and lovely girls were there in bunches—nobody that could dance lacked partners. This was a joyous and long-to-be-remembered occasion, and the precursor of many more to come, the opening

Univ Calif - Digitized by Microsoft ®

function of a whirl of social gaiety which lasted during our whole stay.

In the midst of this whirl, Admiral Thomas made arrangements for each of the cruisers to visit Hilo, Island of Hawaii, in order that the officers and men might have an opportunity to visit the greatest wonder in the world, of its kind, the burning pit Halemaumau (House of Everlasting Fire,) in the crater of Kilauea—one of the numerous craters on the sides of the great volcano, Mauna Loa. The Maryland was the first to go, leaving on the 5th; then followed the

Colorado on December 9th,
South Dakota on Dec. 12th,
California on Dec. 15th,
West Virginia on Dec. 18th.

The California distinguished herself on Thursday, December 14th, 1911, by making a short but memorable cruise, from Honolulu to Pearl Harbor, and being the first warship of large tonnage to poke her nose into the newly finished channel. Admiral Thomas, unofficially demonstrated to the world on this occasion that the passage of the channel from the sea to the inner harbor was already possible, although the finishing touches had not all yet been given to the channel, and at the same time his guests, together with himself had the honor of being the first ones to so pass through the channel.

The actual entrance to the channel was barred by a streamer of red, white and blue ribbon supported between two small boats, which was carried away by the prow of the California at 11:03 a. m. This fact was at once wired to Honolulu and an impromptu celebration of the event took place there.

The inter-island steamers, Helena and Claudine followed the California, other smaller boats and launches trailing along behind them, and all, being gaily decorated with flags and bunting, formed a pleasing water pageant. The gay dresses, leis and flowers, worn by the guests on the Flagship and the passengers on the boats, added brilliant touches of color to the boats placidly gliding along over the sparkling waters beneath a cloudless sky.

Univ Calif - Digitized by Microsoft

Yellow ribbons bearing the inscription in black:
"U. S. S. CALIFORNIA
First Warship to Enter
Pearl Harbor
December 14, 1911
Presented by Honolulu Chamber of Commerce." were worn by the guests of the occassion, tied around sleeves, about hats or perhaps pinned to the hair or to the bosom of the dress of the ladies.

During the passage of the channel the crowds ashore and afloat cheered continually and every noise machine for miles around was turned loose.

The first dredge passed was lavishly decorated with gay bunting and bore conspicuously on her side, in large letters, the name of the Flagship. When she was directly off our beam her crew removed their hats, gave us three rousing cheers and fired a salute from a tiny cannon mounted on the dredge's deck.

Further in on a small jetty near the channel a group of young Hawaiians, many standing waist deep in the water, waved their hands and shouted in many languages, at the top of their voices—all excited about what they were not quite sure—only that it was something that required unlimited vociferation.

Passing the Marine camp the customary salute of 13 guns was rendered the flag and returned by the flagship after coming to anchor.

After a light luncheon the guests left the California in the tug Navajo, landed and explored the site of the future naval base. While the guests were ashore the California fired a 17 gun salute in honor of the principal guest the Governor of Hawaii, which salute was answered by the Marine camp.

On December 15th, the California left for her trip to the crater of Kilauea, arriving off Hilo on the morning of the 16th, and at noon the first party left for the wonderful sight. The uniform was blues with leggins and heavy shoes. Landing at the wharf at Waiakea, a suburb of Hilo, we boarded a special train which ran through to Glenwood, a distance of 22 miles, without a stop. At once we proceeded by auto over the beautiful

Univ Calif - Digitized by Microsoft ®

9 mile stretch of splendid macadam to the Volcano House, and from there some walked, some rode horseback or autoed to the brink of Halemaumau. We arrived at the burning pit at about 3 o'clock. While many stayed by the pit, content to witness its wonderful changes in aspect and coloring as daylight disappeared and darkness came on, some who wished to see as much as possible in the limited time at their disposal, wandered off to the side shows—the extinct craters, tree moulds, sulphur beds, steam and heat crevices, etc., to be seen for miles around. Those who remained to watch the redhot lava convulsively squirming about in the burning pit freely admitted it to be the greatest sight they had ever seen in all their sailorizing. What we saw was a hole in the ground, or rather lava, irregularly circular in formation about 1000 or 800 feet in diameter, filled with a liquid heaving restless mass of fiery lava to within 75 or 80 feet of the top, and at the time we saw it, approximately 500 feet in depth. Some bunch of hot stuff.

We kept no track of time as we watched the capers of Miss Pele (the goddess supposed to inhabit the fires of the pit) we were so interested in the utterly regardless and careless way she tossed her rosy skirts around.

This awsome sight aroused in the minds of the onlookers serious thoughts as they mentally reviewed their past misdeeds and looked forward to spending an eternity in some such situation as the one at which they were gazing. Many resolved to "Nix on the rough stuff hereafter," and the longer they looked the more fixed became their determination. The most wonderful aspect of the glowing pit is presented as it changes its hues from the pale ones of daylight to the rosy ones seen as darkness falls, when it really appears as the inferno which you of my readers who have not yet seen it will imagine it to be. Take it all around, the crater of a real live busy volcano is one sight that must be seen to be fully appreciated, and if we could impress those who have not seen it with the fact that it is a sight that every ablebodied person in the world should see, the brink of the crater would be constantly crowded. Many of the men in the parties that visited the crater from the ships went to the edge of

Univ Calif - Digitized by Microsoft

At the Edge of the Lake of Fire (Note waves of molten lava)

At the Brink of the Crater

Univ Calif - Digitized by Microsoft ®

Univ Calif - Digitized by Microsoft ®

the pit and yanked out chunks of the melted lava in which they placed coins and allowed the pieces to cool. These made the best souvenirs, and next to them, the post cards toasted, or scorched in the heat crevices are most cherished. It would be pleasant to stay for several weeks in this vicinity, as there is enough of interest to occupy one's attention indefinately, and the hotel accomodations and climate are excellent.*

During our short stay, the people of Hilo did all that was possible for our entertainment and amusement, and we shall always retain pleasant recollections of them and their courteous treatment. The railroad management, automobile company, and the proprietor of the Volcano House, got together and made special rates of a very modest sum which included all the necessary expenses of the trip.

On the morning of the 19th we left for Honolulu, arriving on the 20th, in time to get in the whirl again and join with the townies in the preparations for celebrating the holidays. It is the custom in Honolulu to get together and hold an outdoor fiesta at this time of the year, so that on Christmas Eve, everybody that could walk paraded the brightly illuminated downtown streets which assumed the appearance of an embryo fairyland. Each lad had a lassie on his arm—some had one on each arm and others tagging behind. Unlimited supplies of confetti, noise machines, and flowers were much in evidence—principally in your face or down the back of your neck. The town boys had to stand aside that night, unless they masqueraded in sailor uniform, because we certainly were the fashion on that occasion at least. What fortunes the candy and ice cream men made that night! The goodtime continued until well after midnight, when street cars and autos worked overtime to get the dispersing crowds home—not before, however, many of us had accepted the cordial invitation extended to dine in the bosom of the family of some old, or newly made, friend.

Christmas morning dawned bright and clear and, before it was over, we realized that it was our busy day. Sports start-

*An illustrated, detailed description of these trips, containing some very striking photographs, may be obtained, postage paid, for .50c a copy from: W. E. Richmond, Ch. Yeo.. U. S. Navy, U. S. S. CALIFORNIA, Pacific Station. via San Francisco, Cal

Univ Calif - Digitized by Microsoft ®

ed after breakfast and lasted all day, only interrupted by the usual corking good dinner. Also in the morning some of us had the pleasure of witnessing the distribution by the "Kamaainas" to the "Malihinis" of presents from the Malihini Christmas tree. ("Malihini,'—pronounced mollyheenie, is Hawaiian for stranger or newcomer—used mostly in the latter sense, and "Kamaaina—commaeena, means old resident or oldtimer). This tree, which was placed right out in the open, was an enormous specimen of its kind, and loaded with gifts for the little ones. The hospitality and good will of the Hawaiians (meaning by "Hawaiians" everybody of all races that lives in the islands) is thus displayed toward the children of the Malihinis who have moved in since the preceding Christmas. Around this tree the writer saw children of native, Japanese, Chinese, Ceylonese, Korean, Filipino, Hindu, Italian, Portuguese, Spanish, Swedish, German, English and American, origin—as well as mixtures of any or all—and doubtless there were other nationalities present. And such happy little tots they were as each was handed a bunch of nuts, a toy horn, and some useful little article. Never before have we seen such multi-colored happiness, nor happiness expressed in so many different ways. Some were staid and sober—like little old men and women—in their demeanor, yet happiness shone from their eyes; others ran about in voluble excitement and plainly expressed their delight by word and action; and still others stood timidly, with finger on lips in characteristic childish pose, shyly holding their precious gifts close up to their bodies, It was great—almost as good as being a kid again yourself. Understand, this was not a "charitable" tree, but an expression of goodwill from the oldtimers to the newcomers—one of the little things that justly entitles the oldtimers to call their little burg the "Paradise of the Pacific."

The trucks and yardarms of the ship were tipped with the customary bit of evergreen, and the messes from the Admiral's down were decorated with wreaths, palms and evergreens interspersed with bunting and flags, To add to our happiness we were blessed with two mails from home that hit us just right to alleviate any pangs of homesickness, one on the 22nd and the other on

Univ Calif - Digitized by Microsoft ®

Christmas Day. During the afternoon and evening, Captain Harlow (commanding the California) had big doings in the way of a tree, dinner and dance. The quarterdeck of the ship, and even the wharf to which we were made fast, was decorated and brilliantly illuminated with colored incandescents. The good Honolulans who attended will long remember that great time. Santa Claus dropped from his biplane long enough to leave them his whole cargo of horns and whistles (poor chap had to make a special trip for more) and they were faithfully used, as the din created proved.

Our Christmas dinner aboard didn't amount to much, as may be readily seen by reading the following:

Mulligatawny Soup

Mixed Pickles Celery Olives

Salmon au Gratin, Tartare Sauce

Fricandeau of Veal Braized Cold Ham

Roast Turkey, Sage Dressing, Giblet Dressing

Stewed Cranberries

Asparagus, Drawn Butter Sweet Potatoes

Assorted Pies

Combination Salad Cream Cheese Soda Wafers

Ice Cream, Wine Cake

Bananas Apples

Christmas Bags

Cigars Coffee

It was better than nothing, however!

Univ Calif - Digitized by Microsoft

On Christmas night the good old Prunepickers made merry with many of Honolulu's fairest maidens at a select dance given by them in the Young Hotel roof garden. The various committees who negotiated the affair to its successful conclusion, follow:

DANCING COMMITTEE—W. A. Zellar, president; B. M. Gery, Secretary: H. Sobel, treasurer; W. L. Graeff, Chairman.

COMMITTEE ON ARRANGEMENTS—W. V. Leahy, Chairman; E. F. Kidrick, J. R. Corson.

COMMITTEE ON RECEPTION—S. McLaughlin, Chairman; W. Krickmeyer, J. A. Bowman, J. A. Paul.

COMMITTE ON DECORATIONS—M. D. Conroy, A. T. Fish, C. A. Hawkins, W. C. Clayton, B. C. Arnold.

COMMITTEE ON FLOOR—C. Kaiser, Chairman; M. L. Francis, L. M. Spring, J. D. Holt, W. W. Lewis, J. Mogart, J. W. Robbins.

COMMITTEE ON REFRESHMENTS—W. A. Day, M. Hooper, A. A. Coyle, C. C. Viets.

The Hawaiian band began a series of farewell serenade concerts (which turned out to be a trifle premature) held on the quarterdeck of each ship, beginning, on the 26th, with the California. These were very much enjoyed by all hands.

On the 29th, a brigade was landed from the ships of the fleet and reviewed by Governor Frear. The boys made a splendid showing and were highly complimented by the Governor and all who saw them. On the evening of the same day the Elks of Honolulu entertained the Elks of the Fleet and their friends with an elaborate smoker in their clubrooms. The highjinks were some mellifluous and hugely enjoyed. The program included so many good things (of which the eats and drinks were not the least) that it was hard to pick favorites. The "Colorado Quartette" was enjoyed as much as the "Hula Hula Girls" and the Texas Tommy danced by Master-At-Arms Francis and Coxswain Spring of the California was as uproariously applauded as the best efforts of the stars of the Hughes Comedy Company. Honors were even on a program lasting until 3 a. m.

But many a good Elk was in a devil of a fix that night

Univ Calif - Digitized by Microsoft ®

because while these jinks were going on at the clubroom, at the Young Hotel across the street almost, the Merchant's Association of Honolulu were entertaining the men of the fleet with the swellest kind of a ball. Lovely girls, pretty decorations, royal music, brilliant tropical moonlight, delicate comestibles, and delicious punch and lemonade, what more could a gob want this side of his idea of Heaven? By clever management the town boys were ruled off the floor until after 10:30, so we had all to ourselves for a few hours all the female loveliness of Honolulu! The grand march was played by the Royal Hawaiian Band, and led by Mr. and Mrs. Swain, followed by Admiral Thomas and Mrs. Cowles, Admiral Cowles and Mrs. Thomas, Governor Frear and Miss Cowles, Captain and Mrs. Marix, and a long line of manofwarsmen each with a beautiful partner made fast in the crook of his starboard flipper. Some class to us. What?

On the evening of the 30th the Filipinos serving on board the California tendered to their Honolulu friends a dance which was held in the Odd Fellows Hall. They furnished their own music. Refreshments were served and all had a fine time.

As the New Year began on Monday, things were pretty quiet until midnight but pandemonium broke loose then and the youngster was ushered in with proper pomp and ceremony. The usual pledges were made by all hands—and broken later in quite the usual way.

The California seemed to be the only live ship in the fleet from the noise her charivari party made.

The first sporting event of the New Year was a race pulled between the black gangs of the South Dakota and Maryland, which resulted in the Maryland having more change to spend than the South Dakota on January 2nd.

The usual official calls were made and returned during the day, and the "Full guard and band" call kept the buglar and them from complaining of lack of exercise. The cooks of fleet had to move some too in order get the turkeys the Glacier brought us, ready for mastication.

At about 10:30 a. m, the officer of the deck was startled by a hail from over the side, "Ship ahoy, what ship is that?"

Univ Calif - Digitized by Microsoft ®

and rushing to the gangway he espied bearing down upon our port quarter the good sloop of war HORNET, flying the flag of the Secretary of the Navy. Immediately the "Full guard and band" call was sounded and the Hornet rounded to and anchored off our port gangway (the California was starboard side to the dock) and Admiral Thomas, his staff, the officers of the ship and their guests assembled at the gangway to welcome the distinguished visitor and his guests. The Secretary was accompanied by Uncle Sam, Miss Columbia, the Admiral of the Navy and the crew of the HORNET (a gunner, boatswain's mate and a seaman) who, after their official reception, proceeded to make an official inspection of the ship.

The first act of the Secretary was to present Admiral Thomas with an enormous whitewash brush, with the request that he immediately have it applied to the crews' conduct books of the fleet. His suggestion was gracefully received by Admiral Thomas, who was pleased to be able to inform the Secretary that, owing to the excellent conduct of the men under his command, conduct books were so little needed in the fleet that a very small amount of whitewash would readily suffiice to cleanse their almost snow white pages.

The marine guard (seaman guard in this case as the marines were ashore in camp) was first carefully inspected, found to be in very good shape, and attention was then directed to the condition of the wine lockers of the ship. These were found to be in frightful condition, though scarcely one of neglect, which was greatly improved before the party left the ship. Appropos of this condition, Uncle Sam remarked to Admiral Thomas, "Admiral the popping of guns in time of war is music to my ears only excelled by the popping of corks in time of peace."

Before leaving the ship the Admiral of the navy made a few inspiring remarks to the officers and crew mustered aft, to the effect that should occasion ever warrant he was certain that the modern manofwarsman would give as good an account of himself as did those who sailed the seas in the days when the good sloop HORNET made history.

By the time the HORNET had completed the rounds of the

Univ Calif - Digitized by Microsoft ®

fleet their strenuous labors in making the rigid inspection of each ship seemed to have told on their strength and they all developed symptoms which would indicate that they had possibly—over-eaten! The sporty South Dakota furnished the cast and their lashup was great.

The dinghy was square rigged with a set of sails arranged so that a pull on a line would furl them all at the same time. This made taking in sail easy. A wooden anchor made fast to a fathom of line was hove overboard with appropriate ceremony on coming to anchor alongside the gangway. Salutes were fired from revolvers inserted in lengths of stovepipe which made pretty respectable looking cannon.

The personnel was as follows:

Secretary of the Navy	Chief Bos'ns Mate McCabe
Miss Columbia	Fireman Peletier
Admiral of the Navy	Chief Bos'ns Mate Sullivan
Colonel of Marines	Coxswain Butler
Boatswain	Bos'ns Mate Shorty Walters
The Crew	Seamen Bedat and Jackson.

The uniforms were gorgeous caricatures of real ones. The pompous and dignified bearing of each member of the party was just right. Miss Columbia was a corking beauty, but apparently a little fond of the powder puff. The seamen were outfitted with a couple of queues—that is, each had one hanging down his back—and their actions in immitation of seamen of the old school were all to the muster.

In the evening the Colorado and West Virginia held a boxing card on the wharf, to each side of which one of them was made fast. The bouts were all good ones and the mixups were fast and furious. A capacity crowd from ship and shore witnessed the contests.

Through the local papers the men of the fleet expressed their appreciation of the cordial treatment received from the good people of Honolulu and wished them all another happy and prosperous year.

Honolulu society tendered to the naval officers and their ladies a farewell dinner dance on the evening of January second.

Univ Calif - Digitized by Microsoft ®

This dance was held in the ballroom of the Moana hotel.

On the same evening, Sergeant Barry—main squeeze sport promoter between the local and fleet athletes—entertained over a hundred of the fleet ball players and other sportsmen with a regular old fashioned luau at Mrs. Puahi's at Waikiki. The fun started at about 7 o'clock with a big feed. It did not take the guests long to learn to dip a forefinger into the poi bowl, twist it around, and then convey to their mouth the sticky mess which adhered to it. The tables were crowded with roast pig, fowl and dog, with a variety of native vegetables as well as some we already new. Lest delicate stomachs might be offended the heads of the dogs were placed on the carcasses of the pigs and vice versa. This resulted in considerable economy of pork! There were plenty of liquid refreshments to wash down the solids with and everything went merry as a marriage feast, to the accompaniment of music and song rendered by native soloists and vocalists. After dinner the guests were treated to a Hula Hula dance; seven expert girls showing just how this should be performed. This dance is really wonderful when seen in its perfection and all the way through to the finish. It is very hard work too, for the performers who go through the bodily exertion necessary in its execution. It takes more than an hour to go through all the parts. The exhibition was very much appreciated by those so fortunate as to witness it.

Anticipating the departure of the fleet at an early date, Captain Ellicott, commanding the Maryland, gave to the officers' ladies and their friends present in Honolulu, a farewell dinner and dance aboard that ship.

On the 4th, the Marines of the fleet returned to their ship from the encampment at Pearl Harbor where they had been carrying out rifle practice and shore drills. They had great fun one morning when they captured Honolulu from the local militia who attempted to defend the city in a sham battle.

We had all thought to start for the good old U. S. A. on the 6th of January, and accordingly we were in high spirits, but the wind was taken out of our sails when, late on the afternoon of the 5th we were informed that our sailing from Hono-

Univ Calif - Digitized by Microsoft ®

lulu for anywhere was indefinitely postponed. As the mail was scheduled to leave on the morning of the 6th there was a wild scramble and much burning of midnight oil, in an endeavor to get letters off at the earliest possible moment informing parents, and others, that the fatted calf might develop into an old heifer before it would become necessary to kill it for our benefit.

For a few days, indigo was the prevailing color of everything we looked at. Joy was only to be seen on the faces of those who really believe that Honolulu is the "Paradise of the Pacific." A few jolts of hard graft in connection with Admiral's inspection soon livened things up, however, as everyone was kept on the jump with troubles other than their personal ones. Because of so many drills, there was little chance of indulging in sports—it was hard enough to get in a dash of straight liberty now and then. But it was not so long, after all, before a stray dance or other social frolic timidly poked its head above the horizon, and we were soon in the merry whirl again. As a matter of fact the good old beef boat Glacier really was responsible for the starting into activity of social life again for, on the night of the 11th, her crew gave a dance at the Seaside hotel that was some lalapolloosa (whatever that means.)

Anyway we had a bang up good time that night and forgot all our troubles.

The Glacier boys gave this dance to revenge themselves on the town people for the good times they had given them, and also to show us of the big ships that size dosen't always mean quality. A livelier bunch than those present on this occasion it would be hard to find. One of the pretty features was the trees on the lawn brightly illuminated with colored incandescents which were aided, rather than dulled, by the glow of the full moon sailing the cloudless sky overhead. The lawn lies between the hotel and the beach, and offers a delightful withdrawing place betwen dances, as it is sprinkled with summer houses and plenty of rustic benches.

The Maryland's crew will not soon forget the 14th of January, for on that date she was selected to make a flying trip to South America, and, consequently they were notified, so far as

Univ Calif - Digitized by Microsoft ®

possible, to return to their ship immediately. They all got on board but four, and they turned up next morning, a very much surprised quartet to find their ship gone without them. She coaled on the afternoon of the 14th—also took on stores—and got off at 5 a. m. the 15th. While the Maryland ran into some hot weather and had a pretty quiet time for several months, she has since made up for it by a constant chasing up and down the coast from Punta Arenas, Chile, to Sound ports up north; (incidentally taking the secretary of State to visit Central American ports on affairs of state) and as she was all alone as a representative of the big ships, she has had things pretty much her own way. · Yet, we suppose some of her men are kicking because they didn't get a chance at this oriental cruise. Lots of us would trade with them!

Baseball took on a new lease of life when, on the afternoon of the 14th Barry's Beauts put it on the Colorado 4-3 and the California slipped one over on the 2nd Infantry team 4-0 in seven innings.

We were taken a little bit unawares by the New Orleans, which ship blew in on her way home from China, on the evening of the 15th, in order to fill her bunkers with steam producer and her holds with canned Willie, to keep her moving over the last lap of her long run. Old shipmates had a chance to hobnob, as she stayed until the 20th. She took with her our prisoners, sick, and a few short timers, when she left, and as she headed out toward Farewell Buoy she broke out a homeward bound pennant that trailed some four hundred feet or more astern. The darned old bands played her off and of course everybody had the usual swelling sensation in the thorax when "Home, Sweet Home," was reached. That tune ought to be cut out on occasions like that, but everybody would miss it if it was, so what's the use?

The week ending January 20th might well have been dubbed "Social Week" because of the many luncheons, teas and dinners given by the officers to their shore friends. Every visiting day the ships were overrun with people who wanted to get a last look at our combined dining room, bed room and shooting gallery. You see, we were all up in the air because

Univ Calif - Digitized by Microsoft ®

Fort Street, Honolulu, Hawaii

Univ Calif - Digitized by Microsoft ®

Univ Calif - Digitized by Microsoft ®

we didn't know what minute orders would come to make a move in some direction, and things looked about as promising in one direction as the other.

The Hamburg-American Line around-the-world steamship "Cleveland" came in on the morning of the 24th. While going alongside the Alakea wharf, at which she was to dock—to do this she had to slip in between the wharf and the Colorado which was tied up to the naval wharf adjacent—Captain M. N. Sanders, veteran pilot of the port of Honolulu, who was taking her in, dropped dead at his post on the bridge. The Captain of the Cleveland at once took charge only just in time to avert what narrowly escaped being a serious collision with the Colorado. As it was the Cleveland scraped the blades of the Colorado's port propeller enough to brighten them a trifle, otherwise there was no damage done. Meanwhile the bands ashore and afloat were playing a welcome to the world-tourists and it was several hours before it became publicly known that Captain Sanders was dead.

The Cleveland crowd manifested great interest in the fleet, large numbers of them visiting us.

The South Dakota gave a variation to the usual form of ship's entertainment by celebrating her birthday on the 27th. Some features out of the ordinary were the more than usually elaborate and lavish decorations of the quarterdeck. One of the oddest things we ever saw—in or out of a dream—was a figure perched on toptside, aft, of the after 8-inch turret. It was composed of a complete diver's suit rigged up so it would appear like a coachman driving. It had electric lights in its "head" and held in its "hands" the ends of two long streamers of flowers leading to the muzzles of the great guns. While it wasn't labeled, we have an idea that it was meant to represent somebody driving the dogs of war. Around the base of this turret was a circlet of rifles, with glittering bayonets fixed, buried in flowers. Astern of the turret amidships, played an illuminated fountain. Aft of that was placed the birthday cake. This little trifle of the bakers art was only four feet in diameter, a foot and a half high, and weighed but a hundred and eighty-

Univ Calif - Digitized by Microsoft ®

five pounds. There was enough to go around, though, if you didn't try to make a meal of just cake alone—the way some children do at parties. Anyway there was another cake, presented by Admiral and Mrs. Thomas, and this one had four candles stuck at rakish angles in the frosting.

During the last week in January, the fleet went outside the harbor in order that certain drills, part of Admiral's Inspection, might be completed while the ships were underway. After we got through with this we started in routine drills again in preparation for Spring Target Practice.

Some time before, Lieutenant Keiran and some other good sports among us Prunepickers, happened to think that it had been a long time since any of the ships had given a good show on the quarterdeck, so they got together with the laudable intention of showing the Honolulans what an old fashioned navy minstrel show looks like. They rang up the curtain to a full house on the evening of February 1st. We made a hit from start to finish, the liberal applause and many encores handed to each star causing them to sit up and wonder if they weren't in the wrong place in the navy.

Honestly they did so well that they surprised even us home folks, who were pretty familiar with the work of the songsters who had been so faithful in rehearsing. That droll Michael—and those fool endmen—and the members of the circle who could cause one to laugh or cry as they sang hot ragtime or pathetic melody. Mike was interlocutor—and Michael is his last, not his first name. Dunham and White, Schiffhorst and Keiran, were tambos and bones. The circle, while not much on looks—except black looks—were there, as aforesaid, with the noise, and Harry Mack played entrancing accompaniments which blended perfectly with their sweet voices. Stone was stage manager, and he rolled blithely about his multifarious duties, always on the job, so that everything went off without any delay. Lieutenant Keiran, in addition to voice-culturing the whole troupe, to the point of efficiency displayed, painted the drop and the rest of the scenery. Midshipman Stone directed the stage end before as well as during the per-

Univ Calif - Digitized by Microsoft ®

formance. Pay Clerk Mack was always available for piano work at rehearsals. It is thought that Bob White was responsible for some of the local hits that evoked heartiest laughter. Requests that the show be put on in one of the local show houses had to be refused on account of the possibility that we might leave any day.

On the 12th the California took the Colorado and South Dakota for a romp around the islands, during which the usual routine drills were carried on day and night getting ready for target practice, and opportunities were taken advantage of to visit some of the island ports out of the beaten track, when stops were made. Lahaina, Island of Maui was the first of these. The village was small, a few shacks about a sugar mill. The next evening we stopped at Kealakekua, on the western side of the island of Hawaii. It was almost impossible to find a bottom to anchor to, here, until we were close in under a sheer cliff several hundred feet high. At this place is located, in a small grove of tropical growths, the famous "Cook's Monument," erected in memory of Captain James Cook, Royal Navy, who discovered these islands on June 18, 1778, and was killed, near the spot where the monument now stands, on February 14, 1779. This monument was erected in November, 1874, by some of his fellow countrymen. In the early afternoon a landing party from the California visited the spot and policed up the monument—cleaning out and repainting the black letter inscription—repainting the iron fence—and putting in good condition, generally the plot surrounding it. Photographs were taken of Admiral Thomas, Captain Harlow, and others standing near, and the monument was snapped from every point of view.

The party enjoyed rambling about in search of bits of coral or other treasure trove as souvenirs of the occasion, and in knocking cocoanuts off the trees for immediate consumption. Later in the afternoon we all went across the bay to Napoopoo, where there was a fine beach, and enjoyed a plunge in the surf. In a little village nearby some of our explorers found the ruins of an ancient huan, or native temple. Several hundred bluejackets turned loose in these places furnished a spectacle never before

Univ Calif - Digitized by Microsoft ®

seen and not soon to be forgotten.

At 8 p. m. we again got underway and stood around to Hilo on the other side of the island—just about opposite Kealakekua—arriving there at 9:30 the next morning. This was our second visit to Hilo and we were glad to see again some of the pleasant people who gave us such a good time when we were first here. They turned to with a will to furnish entertainment for us. Again this visit furnished an opportunity for many who did not make the trip to Kilauea the last time, to do so now. A number of us who had made the trip before went again and many of us would make still another trip if we had the chance. At this time the lava was about 300 feet lower than on our previous visit, but it was just as interesting as ever, perhaps more so because of the changes that had occured. When the burning mass sinks to a low level, great masses of the lava, which had been thrown up and cooled, forming temporary walls fall back into the pit. This makes it unsafe to linger about the brink of the pit.

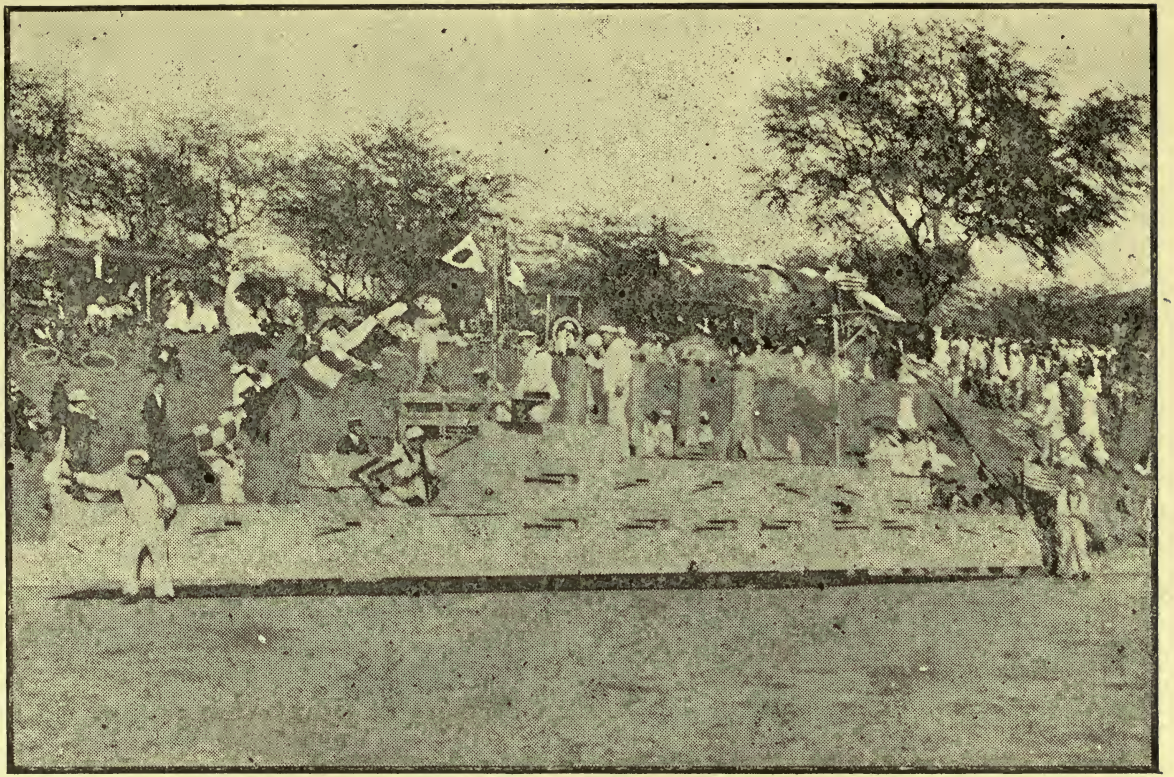
Several ball games were played, and a dance was given us in the armory.

On the 18th we left for Kahului, arriving at 9:30 the folfowing morning. There was a small village here and several sugar mills and refineries. We did not land here as we stayed but a short time and then went on our way back to Honolulu where we arrived at 7 in the morning of the 19th. Because of our long stay at Honolulu, we felt somewhat as if we had gotten home when we got back there, though we still have some dim memories of a land sometimes spoken of as "The States."

Before we left for this run around the islands, each ship contributed its quota of men from the Carpenter's gang, who took up their quarters on board the Glacier and devoted their energies to the construction of a naval float for entry in the Floral Parade which was to occur on the afternoon of February 22nd.

On the morning of the 22nd we landed battalions of seamen and marines to take part in the greatest military pageant ever seen in Honolulu, held in honor of the anniversary of the

Univ Calif - Digitized by Microsoft ®



The Naval Float, Honolulu Floral Parade.

Univ Calif - Digitized by Microsoft ®

Univ Calif - Digitized by Microsoft

birth of the Father of our Country.

The order of march was as follows:

Mounted Police

Brigadier General Macomb, U. S. A., (commanding) Staff; Orderlies

Fifth Cavalry

First Field Artillery

Second Infantry

Coast Artillery Battalion

Company "G" Second Battalion Engineers

Captain W. A. Gill, U. S. N., (commanding) Staff; Orderlies

Colorado's Band

Marine Battalion, with machine guns

South Dakota's Battalion of Seamen

California's Battalion of Seamen

California's and South Dakota's bands

Colorado's Battalion of Seamen with Field Guns

First Regiment, National Guard of Hawaii

Kamehameha Cadet Battalion.

On the reviewing stand was an assemblage of representative civil and military officials accompanied by families and friends. The line of march was thronged with enthusiastic spectators who heartily cheered the khaki clad boys of the army, and the sailors in their natty white dress.

At two o'clock the great event of the day began when the Floral Parade started from Capital Square where hundreds of camera fiends had been busy snapping the gorgeous floats. Leading the parade was Prince Jonah Kalanianaole, heir to the throne of Hawaii, attended by his court—daintily dressed Hawaiian youths and maidens mounted on gaily caparisoned ponies.

The pa-u riders, with their attendants, representing the princesses of each island of the group, followed. To us malihinis this sight of royalty and its cortege was a brilliantly beautiful one of great interest.

Next came the public service floats and after them the

Univ Calif - Digitized by Microsoft ®

comic section of the parade. This was headed by the Hands Around the Pacific Club, followed by the Outrigger Canoe Club float—a native outrigger canoe manned by native boys in Boy Scouts' uniform. Then came the entry of the Trail and Mountain Club, representing a typical grass hut before which was a native seated and pounding poi between two stones. The Boy Scouts were next in line dressed in field uniform and having a tent pitched ready for camp life.

The float following depicted "Our People" and on it was Miss Columbia seated on a throne beneath a red white and blue canopy, and surrounded by children representing a dozen different races. Next in order came the Malihini Christmas tree, a Spanish Galleon such as pirates used to delight in looting, members of Company "F," First Field Artillery, garbed in the uniform of soldiers of Colonial days and escorting an ancient fieldpiece. Their appearance gave us an approximate idea of how the boys of '76 must have looked when rigged out in their best bib and tucker. The famous and popular Kaai Glee Club, native singers and instrumentalists, were gracefully posed on a float decorated in royal purple and white, and they were given an ovation as they passed.

The hit of the parade, as a joke, was the Water-Wagon. A wave of laughter followed its wabbly progress down the street —one look at its occupants being sufficient to explain why. Carrie Nation furiously brandished her hatchet in the face of unlucky Happy Hooligan while a two hundred and fifty pound Mellin's Food baby contentedly sucked on a nipple attached to a fathom of rubber tubing to a gallon bottle of milk, undisturbed by her furious tirade. The wagon itself was the familiar type of street sprinkler, gaily decorated for the occasion with bunting and bearing a sign reading "HIGH, DRY, AND COOL." Several other characters added to the solemnity of the turnout by inviting various and sundry good-looking young ladies and gentlemen in the crowd to "get on and ride." Here and there during its royal progress through the crowd one might hear some one near heave a deep sigh as they watched it pass and yet—were on it! No one actually fell off during the

Univ Calif - Digitized by Microsoft

parade, but it is rumored that a long, slippery pole, was handed to them at the end of their journey, down which they all slid when disembarking. The naval float was perhaps the greatest novelty in the parade. An exact model, complete in every detail, of a first class cruiser, was mounted on an enormous motor truck. From the forward and after turrets the formiddable "eight-inch" guns fired charge after charge of confetti at the crowds. Clouds of smoke belched forth from the smoke stacks; signals were run up to the yards, the semaphores were working, and a lookout was stationed in the top of her cage mast. Both of these floats won special prizes.

The California won the prize for the real float in the water carnival held on the water in the harbor in the evening. The illumination of the ships of the fleet added much to the brilliancy of this scene.

We were especialy complimented, through the Commander-in-Chief, on our appearance and showing in the military parade, and the Director General of the Floral Parade took occasion to thank the Commander-in-Chief, Officers and Men for their interest in, and help toward making the celebration so an enjoyable an one.

While all this excitement was going on in Honolulu the West Virginia had, on February 16, quietly slipped off on a cruise to nobody knew where, so missing the fun, as she did not return until it was all over.

On March 1st, the Commander-in-Chief announced that the West Verginia had been ordered to the navy yard for repairs and that he would, on March 7th, in obedience to orders received from the Navy Department, turn over the command of the Pacific Fleet to Rear Admiral W. H. H. Southerland, U. S. N., Commander, Second Division, U. S. Pacific Fleet. On receipt of this news everything commenced to move in a lively manner to get things shipshape in so limited a time. The West Virginia's crew was more or less split up by transfers to the other ships of the fleet to take the place of men who had comparatively short times to do. Stores were shifted about more or less, and transfers of officers and their belongings took place to make

Univ Calif - Digitized by Microsoft ®

ready for the shift of flags. Orders were received to consolidate the fleet into one division after the change of command, to consist of the California as flagship, Colorado, South Dakota and Maryland.

In the midst of the bustle the crew of the West Virginia got busy and arranged for a (real) farewell dance which was held on the evening of the 5th.

Altogether, about 300 men were transferred from the West Virginia and replaced from the other vessels of the fleet, and thus many happy homes were broken up ashore and afloat. But new ones were soon established; the Honolulu belles consoling themselves as best they might with those of us who were left.

At ten minutes before twelve, noon, March 7th, 1912, Rear Admiral Chauncey Thomas, U. S. Navy, Commander-in-Chief of the United States Pacific Fleet since January 16th, 1911, read to his officers and men assembled on the quarterdeck of his Flagship California, orders received from the Secretary of the Navy detaching him from duty, then to proceed home and await orders, and directing him to turn over his command to Rear Admiral W. H. H. Southerland, U. S. Navy, who had served under him as Commander of the Second Division, U. S. Pacific fleet, since March 7th, 1911. Upon completing the reading of his orders, Admiral Thomas made a few remarks appreciative of the services rendered by all those under his command, spoke a word of farewell, then turning to the Captain of the California, said "Haul down my flag, Captain Harlow."

Admiral Southerland then stepped forward, read his orders and ordered his flag hoisted, after which an opportunity was afforded to say a word of farewell to Admiral Thomas.

At 12:30, officers representing each mess of the ship acted as sideboys, and others manned a regulation cutter in which they pulled Admiral Thomas out to his temporary flagship—the good old West Virginia—in which he was to make the trip home. When the cutter left the gangway the officers and crew, as one man, cheered again and again our friend Admiral Chauncey Thomas, who stood up in the stern and with bared head bowed his acknowledgement of our parting greeting. That's

Univ Calif - Digitized by Microsoft ®

"All Nations" Honolulu Floral Parade

Univ Calif - Digitized by Microsoft ®

Univ Calif - Digitized by Microsoft

the way we all felt about him—that we were losing a friend—and a mighty good friend, too.

At 1:30, sharp, the West Virginia left and was soon hitting it up for the high places at fifteen knots.

During March the Marine Detachments of all the ships were combined into a battalion under the command of Major C. S. Hill, Fleet Marine Officer, and by him taken into camp at Schofield Barracks, Leilehua, for a period of shore drills and exercises, including small arm target practice. This camp life was very much enjoyed as a change from ship routine. The boys came back all tanned up and full of vim and vigor as any Sunny Jim as a result of their outdoor exercises in the field. There is a big difference between a ship's deck and awnings and the springy turf of the fields and cool shadows of the woods when one is looking for a place to hike or a shady spot in which to cork off. It having become pretty certain that the fleet was at last to move in some direction very soon, we got together and gave our farewell dance and blowout to the townies at the Young Hotel. This, our final effort along social lines, took place on the evening of March 9th, and we surpassed ourselves. Much of the success of this affair was due to the clever work of a leap year committee composed of popular Honolulu maidens who, efficiently aided by chaperones, looked after the boys who were unacquainted or did not dance, and found companions for them. Thus the wallflower element was entirely eliminated.

Finally, on Saturday, March 16th, the blow fell, when we received orders to proceed to Olongapo, Philippine Islands, for Spring Target Practice.

We had just settled down comfortably to attend pink teas and other social functions, and had about made up our minds that we were to stay in Honolulu for the remainder of our thirty years to retirement, when along came the dots and dashes over the cable and it was "Up hook and Westward ho!"—And yet girls will marry sailors!

During our stay in the Hawaiian Islands quite a number of the officers and men of the fleet purchased lots in one or an-

Univ Calif - Digitized by Microsoft ®

other of the suburban additions to Honolulu. It having been discovered that there was plenty of land in the Islands, open to homesteading, which was suitable for raising a diversity of crops which would find a ready market right at home, several of the men looked up the situation thoroughly, with a view of settling down "after this cruise" or upon "retirement," and were favorably impressed by the prospect.

One or two weddings occurred and several engagements have been announced as results of our stay, and it is safe to say that many of us will be glad to see Honolulu at any time for most any length of time.

Our eyes were opened by one thing during our stay in that port—the interest manifested by the native Hawaiians (including native-born Chinese and Japanese) in our national game, baseball. The local teams gave us some mighty good drubbings and made us go some when we managed to beat them a game.

Our "moving day" from Honolulu was March 18th. The California and South Dakota got underway at 7:25 p. m., ran outside the harbor and lay to while the Colorado finished taking on her stores. And then along came Berger's Royal Hawaiian Band, on the tug Navajo, to give us a farewell serenade. Somehow or other that band always makes us feel kind of sentimental and as if we had lost something—or wanted something—and what it was that we wanted, or had lost, we were not quite able to determine. For that matter, any band stirs into being all the romance there is in us if the music is not too "fierce," when we hear it for the "last time" play the sweet "Aloha" or one of the other Hawaiian melodies which we had come to know so well during our stay. You may feel certain that many of the boys were doing some tall thinking of the last evening they spent with—whoever-she-was—on the lanai, listening as she softly strummed an harmonious accompaniment on guitar or ukelele and sang for him some melting native song. Taking it by-and-large, we weren't any too happy to be heading out towards the Orient instead of in exactly the opposite direction.

Univ Calif - Digitized by Microsoft

CHAPTER II.

THE PHILIPPINE ISLANDS

Fifteen calendar and fourteen actual days—we crossed the 180th meridian on March 24th and jumped into the 25th—of steady steaming at ten knots over a smooth sea, brought us to anchor in the beautiful, reef-protected harbor of Apra, Guam, on April 2nd, and we spent the rest of the day pleasantly in slipping the Colorado a few tons of black diamonds from our ample store. That poor old Colly is about the hungriest ship we ever saw—a regular coal devourer—always ready to eat her share and ours too—and then yell for more! During the day, official calls were exchanged with the Governor of Guam. A few of us had a chance to land and look around a bit. Some even got as far as Agana, the metropolis of Guam, and its only large city, with a population of about 7000. They on their return reported Agana as being a very attractive place—almost painfully clean.

An interesting situation has developed in this island as a result of our occupancy. When we acquired it, the population was chiefly engaged in rural pursuits; tilling the soil as little as necessary, and hunting and fishing a great deal. Bountiful Nature was their landlord, their wants were small, easily supplied and the least of them of so little money value that the laziest native among them was absolutely self-supporting. Nothing had to be imported, and what they exported, occasionally, was clear gain.

For many reasons, our occupation of the island necessitated the undertaking of considerable large building and constructive work, including the building of roads, the erection of storehouses, barracks, etc.

To perform these tasks required the services of every able-bodied male inhabitant available, and, at one time or another, they were nearly all employed. As a result, in a few years the greater number of men in the island were changed from farmers, hunters, and fishermen, into more-or-less skilled me-

Univ Calif - Digitized by Microsoft ®

chanics that had become accustomed to working for a daily wage of money. Now, all this work is practially finished, and the natives find it difficult to return to the old mode of life.

A number of the natives "bumboated" us with island delicacies, and curios.

Cocoanut crabs, palm salad, fresh eggs, chickens and cocoanuts were the staple foods brought on board; and quaintly woven baskets, mats and bags, manufactured from many sorts of grasses and fibres; pretty shells, bits of fancy colored corals and other sea treasures were offered for sale. Amongst the lot of stuff offered us were the poorest apology for cigars ever foisted on an unsuspecting public. All the junk was readily purchased by those looking for novelties—one of the maxims of the modern man-o'-warsman is "Steve Brodie took a chance!"

Altogether the day formed an enjoyable break in the monotony of our long voyage, if only because the ships stood still awhile and gave our sea legs a rest. Then, too, the sight of this beautiful island clothed in brilliant green and set, like a jewel, in the sparkling waters varying in shade from darkest blue of the deeps to pale greens and yellows in the shallows over the coral reefs, was most agreeable after sailing for days over seas in which there was nothing to be seen other than our fleet, except an occasional flying fish.

At 8:46 p. m. we ran out from behind the reef in the light of the tropical full moon and were off on the last leg of our long journey—which was completed when, at 2:37 p. m., April 8th, we anchored in Subic Bay off the Naval station at Olongapo, Philippine Islands.

Olongapo is a fine little town, one of the dryest little towns we have ever been in outside of the State of Maine, and, while it has few inducements to offer in the way of amusement for liberty parties, we managed to have some good times when, in the midst of preparations for target practice, we were allowed to go ashore, for there were two moving picture shows, two native dance halls, and any number of soft drink and chow emporiums. Also, there are several native villages sprinkled around the shores of the bay within an hour's sail of our an-

Univ Calif - Digitized by Microsoft ®

The Harbor of Apra, Guam

Univ Calif - Digitized by Microsoft ®

Univ Calif - Digitized by Microsoft

chorage, where some went who were interested in discovering just how the natives live away from the haunts of civilization.

Those fond of dancing had the time of their lives! The native girls were, almost without exception, more than ordinarily good dancers. They are light in weight and light on their feet. The climate is not the best in the world for the exercise of terpsichorean ability, but one soon becomes more or less accustomed to it. If one wishes to indulge in dancing the method of procedure is as follows: For one peseta—twenty centavos—ten cents oro—one dime—you buy a brass check on which is stamped the high-sounding name of some fair one, such as "Carmencita," "Brigita," "Marie," "Angelica," or "Felicita." When the bell rings at the end of a dance, a sign is displayed with the number of the next dance on it and you present your ticket to the floorwalker who points out your girl seated in a chair over which is another sign with her name on it. She is tickled to death to see you heading in her direction because, in about two minutes, she will have another ticket, good for ten centavos, to stick on her "ticket" hairpin, to be cashed after she is through work for the night. We happened to be on hand one night when one of these girls lost her tickets, amounting then to two or three pesos. She certainly kicked up some commotion, but the tickets were not found, up to the time we left. These dancers are all rigged out—except a very few who wore a compromise American costume—regardless, in the picturesque national dress of gorgeous semi-transparent cloth which has been in style since 1628. They are barefooted except for slippers whose soles and high heels are made of wood, and these they hold on by grasping the outer edge of the upper gently, but firmly, between their third and little toes! Despite their adeptness in hanging onto them through the intricate mazes of some of their native dances, a slipper will sometimes fly off, when they recover it by dancing around to it and deftly slipping into it "on the fly" as it were! We sailors, in our wanderings, pick up a good many fancy steps and different ways of dancing even such commonly known dances as the waltz and two-step, but never once did we rattle any of these girls. They can glide, texas tommy, turkey trot, rag or dance any other old thing, with the

Univ Calif - Digitized by Microsoft ®

best of us. With reference to these girls we are glad to record that they are entirely respectable and cannot be spoken to, when not dancing, unless one wishes to present them with an ice-cream or a glass of soda-water between dances.

The remainder of April, and the first nineteen days of May were devoted to drills in preparation for Spring Target Practice. During this time we ran back and forth between Manila and Olongapo a great many times, as one thing or another cropped up which made necessary our presence at one of those two places.

On April 14th, Captain C. H. Harlow, U. S. Navy, was detached from command of the California, and ordered home to be placed on the retired list, at his own request, from April 15th; and on April 16th, Captain C. M. Fahs, U. S. Navy, was detached from his duties as Commandant of the Naval Stations Olongapo and Cavite to temporary command of the California.

On April 18th the Albany came out of the floating dry dock "Dewey", and the California went in to have the crop of hay and barnacles scraped off her underwater hull. All hands turned to and soon completed this work, after which her hull was given a couple of coats of paint that made her beautiful figure look like a yacht on a holiday. After each day's work, all who wished were allowed to go in swimming off the end of the dock—with the result that all the dopes that were ever heard of as cures for sunburn were in immediate and great demand for the alleviation of that form of pain.

On April 21st all flags were half-masted in honor of the "Titanic's" dead. This awful catastrophe struck us like a bolt from the blue. It is difficult to believe that it was, or is, possible for so great a disaster, of such a character, to occur under any circumstances we are able to imagine.

We left the dock on the 25th, and at 8:30 a. m. on the 26th went back to Manila, anchoring off the breakwater at 1:50. As soon as it could be done, the first liberty party was landed on the beach—thus starting the long-looked-forward to Manila liberty.

As a number of questions have been asked concerning

Univ Calif - Digitized by Microsoft

U. S. S. California in Dry Dock "Dewey"

Univ Calif - Digitized by Microsoft ®

Univ Calif - Digitized by Microsoft

facts in connection with certain historical events and occurrences in the Philippine Islands, we will endeavor, briefly to outline their history and to describe some of the objects of interest in and about Manila. The data and dates that follow are mostly taken from an official guide and handbook entitled "The Philippines, The Land of Palm and Pine," prepared by John R. Arnold under the direction of Hon. Charles B. Elliott, Secretary of Commerce and Police of the Government of the Philippine Islands. They are therefore, authentic, and may be used to settle all bets!

The history of the Philippines, as we know it, began with the discovery of the Archipelago, when Ferdinand Magellan having forced his way accross the pathless Pacific in his search for the storied wealth of the Spice Islands, sighted the coast of the Island of Samar on March 16, 1521, and soon after landed on a nearby island. Several times during the next forty years voyages were undertaken to the islands, but came to nothing. The first permanent settlement of Spain in the Philippines was begun on April 27, 1565 in Cebu, by an expedition which set out from Mexico in 1564 under the command of Miguel Lopez de Legaspi, who eventually became governor of the new possession.

Thus, it will be noted, the islands, from the time of this expedition until the loss of Spain's American possessions were a dependency of Mexico, when Mexico was a colony, rather than of the mother country herself.

The hostility of the Portuguese—who at that time claimed the whole Orient as their own—caused Legaspi to move around several times, in search of a better stronghold, until he finally, in 1571, settled in Manila which has been the capital of the Philippines ever since.

In 1572 Legaspi died, and he was buried in the Augustinian church in Manila.

During the whole time of Spanish occupancy the Islands were a scene of plot and counterplot for possession by the different world-powers until the entrance of Dewey's Fleet into Manila Bay opened the last act of the drama of Spain's sovereignty

Univ Calif - Digitized by Microsoft ®

in the Philippines.

The present name of the Philippine Islands was given by one of the latter Spanish voyagers Ruy de Lopez de Villalobos in honor of King Philip II of Spain. This archipelago is over 1150 miles long from North to South and its breadth from East to West nearly 700. There are, altogether, more than 3000 distinct islands in the group, though many of these are but small islets or mere coral rocks. The two largest are Luzon with an area of about 40,000 and Mindanao with an area of about 30,000 square miles. Nine others range between 1000 and 10,000, and about three hundred and fifty others have more than one square mile of surface.

A theory held by many is that this archipelago once formed an extension of the Asiatic continent. This is born out by the fact that the surrounding waters are generally shallow and that real sea depths are found only at a distance of from 100 to 300 miles from their shores. The Islands are volcanic in structure, with considerable coral growth, and all are mountainous, the larger ones having well-defined ranges running mostly in a north-and-south direction. There are yet about a dozen active volcanos in the islands, of which the most important, and busiest, are Mayon and Taal in Luzon and Canlaon in Negros. There are hundreds of extinct craters scattered all over the other islands. Earthquake shocks are very frequently registered but hardly noticeable. Destructive quakes are very rare.

There are two seasons, the rainy and the dry. The first extends from November to May and the other from June to October. It is not unusual however for rain to fall during the dry season. The coolest months are December, January, and Februrary, the hottest March, April, and May. Typhoons occur during the height of the rainy season.

In Luzon the Cagayan, Agno, and Pampagna, and in Mindanoa the Aguson, and Cotabato rivers, wind through valleys of great fertility capable of raising immense crops and supporting great numbers of people. The valleys in Luzon are just beginning to be utilized, while those in Mindanao have hardly been scratched.

Univ Calif - Digitized by Microsoft

The vegetation of the islands includes everything that is grown in the tropics, with pines, live oaks, wild raspberries and dwarf tomatoes in the higher altitudes. The ordinary temperate zone vegetables and fruits can be raised successfully in the mountains, but they are not much for flavor.

About the only wild animals in the islands—in order of numbers—are several species of monkeys, boar, small deer, and, in remote regions only, two or three kinds of wild buffalo. The carabao is a domesticated species of these wild buffalo, and is the most useful beast of burden in the Archipelago. Goats, hogs, and chickens are the mainstay of the family for meat—the last named being also useful for cockfighting!

Though one would scarcely believe it from casual observation, there are many species of birds in the islands, though few are found of any one species. The commonest and best known is the hawkbill, which has a raucous cry and is the subject of some curious native superstitions.

There are not many noxious reptiles and insects in the Philippines. The largest snake, the python never attacks human beings—though the sight of one is enough to scare the average person out of a year's growth—but is death to rats and mice; hence they are kept in the house, as are cats at home, living in the thatch of the roofs. The most dangerous and poisonous snake is a small green rice snake—so keep out of rice paddies unless your limbs are protected by stout boots. Some of the rivers have crocodiles in them. Lizards of many kinds are very common and inhabit every house on the lowlands. They are entirely harmless—in fact they are interesting and "cheerful" as, lying back in your chair at ease, you watch them darting about on the walls and ceilings in search of flies and mosquitoes. They are as quick as a flash in their movements. The largest lizard, a kind of iguana seen sometimes on rocks by streams or lakes, is as ugly as sin but entirely harmless. These are the ones that make a noise which sounds like "Ah-koo, Ah-koo." Mosquitoes are plentiful at times, in the lowlands, but are seldom as bothersome as those at home.

The island waters teem with many vareities of fish which

Univ Calif - Digitized by Microsoft ®

form a large part of the native diet.

These islands take the prize for variety of types of the human species. It is said that the aboriginal people were a race of pigmy blacks of whom small remnants still exist under the name of Aetas or Negritos (little Negros,) and after whom the island of Negros is named. They are scattered through the islands, but the average traveler is not apt to see them. If one has the time and can enlist someone who has been among them, they may be found in the Zambales Mountains, back of the town of Floridablanca, in Pampagna Province, and on Mount Mariveles in Bataan.

Aside from these Negritos who form much less than one per cent of the total population, now about 8,000,000, practically the whole people of the Philippines belong to what is somewhat vaguely and altogether incorrectly described in the school geographies as the "brown or Malay race." Without going too deeply in to a vexed scientific question, it may be said that ethnologists now generally hold that all the brown peoples of the vast island world between Asia, Australia, and America form a series of very mixed stocks in which three important races are almost indiscernibly blended. The chief elements of this mixture are first, the negritos; second, a prehistoric race which had Caucasion features, if not a white skin; and third, a Mongolian race from the continent of Asia.

Those competent to judge seem to think that, physically and mentally the bulk of the inhabitants of the Philippine Islands may be developed into useful citizens if they can be taught to acquire the more important virtues of civilization without its parasitic vices. The Mohammedan Moros, while the brainiest of the bunch, are still pretty hard citizens, not yet thoroughly subdued. The Filipinos, properly so called—about seven-eighths of the whole population—are generally Christians, as we know the meaning of the word, and they are civilized already to a degree which will lead them over the road to a destiny different from that of almost any other Oriental race These are the people to whom we pin our faith for future development into capable citizens, and to this end are we bending

Univ Calif - Digitized by Microsoft ®

A Street Scene in Olongapo P. I.

Univ Calif - Digitized by Microsoft ®

Univ Calif - Digitized by Microsoft

all our educational efforts. That these efforts are meeting with success may be readily observed by any one visiting the islands at intervals of a few years.

The city of Manila is the center of interest to navy men who visit the Philippines because, outside of Olongapo, it is the one liberty port that the big ships visit most frequently.

It is the point where most of us get our first, and perhaps only impression of these islands, and at that, this city contains samples of almost everything that can be seen elsewhere in the islands.

It may be said in general that there are three Manilas. First, the Manila of the primitive native which, with its nipa shacks, carabaos, and quaint fishing boats, exists much as it did three centuries and a half ago except that the civilization surrounding them now demands more clothing and more work from them. Second, there is the Manila of the sixteenth and seventeenth century Spaniard—adventurer, merchant, and crusader—who, in the churches and convents, the walls and gates, and the half Moorish architecture, has left his ineffaceable marks on this, the oldest of the European settlements in the East. Finally, there is the Americanized Manila, a town of macadamized roads, electrical devices of all kinds, sewers, and steel bridges. These elements comprize the Manila of today, but they cannot always remain separate and what the result of their fusion will be can hardly be anticipated.

Manila does not offer much to the man-o'-warsman in the way of mere amusements. They may be summed up as follows: The dance halls at Santa Ana and Caloocan, numbers of cinimetrographs,—and plenty of saloons. In the cool months there is a vaudeville show, and sometimes a troupe from home or from Australia puts on a show at one of the theatres. Those fond of riding, driving, wheeling or automobiling may indulge in those things to their heart's content.

When it comes to places and objects of historical interest Manila is chuck full of them. Perhaps the most interesting of all is the battlemented wall enclosing the original Manila, a great piece of work a little over two and one half-miles in circuit and

Univ Calif - Digitized by Microsoft ®

surrounding a tract something less than a mile long and a half mile wide. This wall is still in fine shape. Its age is not known exactly, but it is known that its oldest existing portions were built before the end of the sixteenth century and it has been added to and patched up almost to the present generation. Parts of it are from 20 to 30 feet in height and thickness and, considering everything, it is about the best example of a medieval wall in existence. It is pierced by several gates still in regular use as entrances and exits and it has been battered down, in one place, to permit the passage of trolley cars. In the casemates behind the walls may still be seen some of the pulleys, windlasses and other machinery with which, as late as the middle of the nineteenth century the gates were closed every night and the drawbridges outside raised. Since our occupation, the moat around the outside of the wall has been filled and parked, as it had become a pest hole. In the wall, at intervals, there are some interesting dungeons; magazines, sentry boxes, etc.

Fort Santiago is the oldest part of the walled city and probably stands nearly on the site of the native fort which was carried by assault by the Spaniards in 1570. Stories are told of cells found here below the level of the river, and of chambers filled with dislocated skeletons of prisoners who had been put to torture, or drowned by the rising tide, but no such places are to be seen now. When going up the river past the fort we have, however, noticed a row of iron-barred windows just above the high-water line which are very suggestive in appearance.

In the walled city stands the building of the University of Santo Tomas, founded in 1619, which is the oldest institution of collegiate rank on American soil. It contains a fine museum of great interest. On the corner of Calle Palacio and Calle Real stands the oldest structure of any importance in Manila, the Augustinian Church, begun in 1599. The above are the original buildings which have been kept in repair. Most other buildings in Manila while old, are either rebuilt after the earthquake, or only parts of them have any great antiquity.

Outside the walled city on the broad expanse of park, partly natural and partly made land, facing the water front but

Univ Calif - Digitized by Microsoft

on the inland side, is the most famous recreation place of Manila—the Luneta. This oval stretch of lawn is the place where, nearly every fine evening, the music of the splendid band of the Philippine Constabulary or that of some military organization combines with the sea breeze and the gorgeous sunset behind the top of Mt. Mariveles to bring together a crowd so varied and brilliant as to make one of the most distinctively picturesque sights of the city. Hundreds of carriages draw up along the curb or slowly make the circuit of the driveway, while thousands of pedestrians throng the walks and lawns. It is a gay and cosmopolitan gathering—Government officials, native politicians, wealthy Chinese merchants, Spaniards, officers of the Army and Navy accompanied by American women in the light and dainty gowns of the Tropics, and Filipino women of every class clad in the picturesque national dress of multi-colored semi-transparent cloths of native manufacture which, with the masses of black hair piled high in a knot on their heads has caused one observer to describe them as "jet-crowned butterflies."

The Luneta will in a few months be moved to a site nearer the water's edge on the reclaimed land and thus occupy practically the same position it did, with relation to the bay, before all the filling in was done.

The Manila cemeteries are interesting—in their way—and we will briefly describe Paco Cemetery, perhaps the best designed and best preserved of them all. This was built in 1810. There are two circular walls, each seven or eight feet thick, on top of which there is a balustraded terrace. These walls are cut up into niches, in three tiers, each niche large enough to contain a casket. The niches number 1782, of which about five hundred, in separate courts at the back, are of small size for children. The fronts of the niches are closed by marble slabs with the customary inscriptions on them, and flower wreaths and burning candles are frequently seen before them. The space within the inner wall forms a small but beautiful park. At the back, immediately opposite the gate, is a small oval chapel. The cemeteries are built above ground in this way because Manila is but a few feet above water.

Univ Calif - Digitized by Microsoft ®

It seems an awful desecration to modern minds that though the cemetery is limited to a fixed number of bodies and is now over a century old, few dates on the slabs reach back more than six years. The explanation of this is that funds for the maintenance of the cemetery are provided by the rental of niches, which rental must be prepaid every five years; so that, if as is apt to be the case the second payment is not at once paid, the vault is opened, the remains removed, and some more profitable tenant installed. Formerly the bones were cast into a charnel vault back of the chapel, which vault is still in existence, but this cavalier practice has been stopped. Now the disinterments have to be advertised and the remains are reburied in consecrated ground.

Aside from these associations the cemeteries are of artistic design—so far as such things can be—and are well worth a visit because so different from anything to which we are accustomed.

It was from Paco Cemetery that the bones of Dr. Jose Rizal, the great reformer, were removed by the insurgents during the war and are supposed to have been made into talismans.

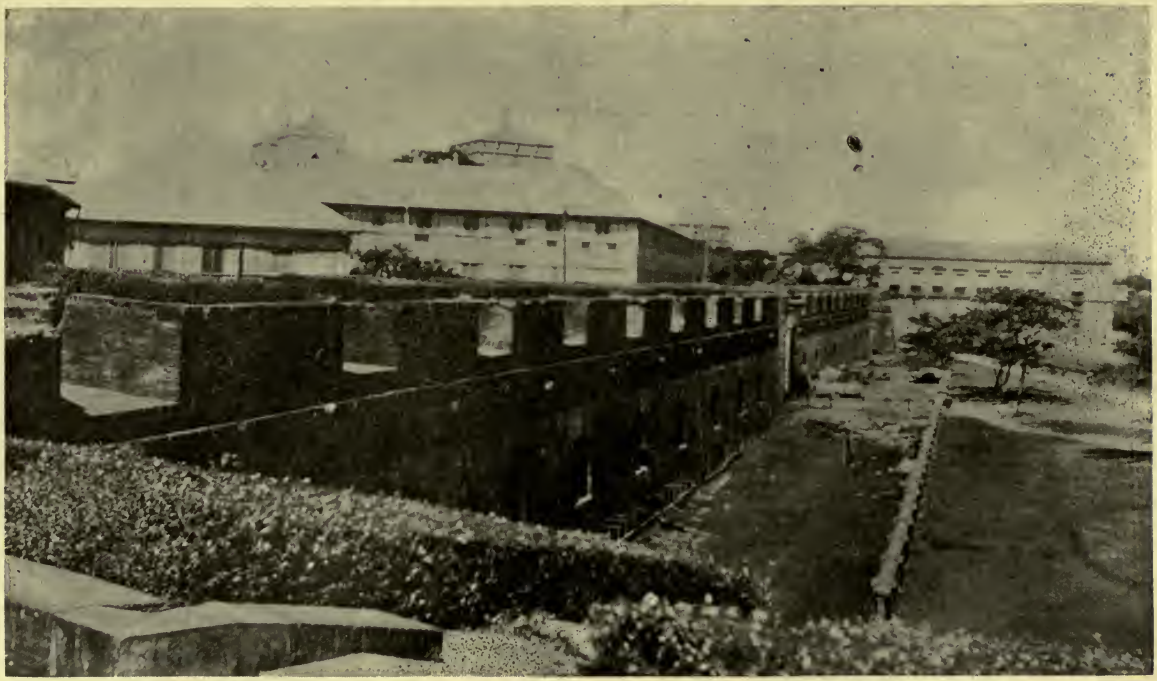
Among other sights of interest may be mentioned the cigar factories, fine residence districts, the Philippine Museum, and the various monuments raised in memory of Magellan, Legaspi, and others of the famous men who have in one way or another been intimately connected with the history of the islands.

On May 18th the Commander-in-Chief inspected the ships of the fleet at "Clear ship for action." Sunday the 19th was a day of rest, and at sunrise on May the 20th, our Spring target practice was commenced by the Colorado conducting spotting practice. The different forms of firing were carried on each day without hitch or interruption until the evening of May 25th, when the South Dakota finished the practice by conducting night experimental firing.

On Sunday the 26th, the fleet again assembled and anchored off the break-water at Manila, and liberty was once more the order of the day every day up to and including June 2nd.

Beginning on June 5th and ending on the morning of Sunday, June 9th, the fleet went through the annual speed

Univ Calif - Digitized by Microsoft ®



The Wall About Part of Manila, P. I. [Photo by Kline]

Univ Calif - Digitized by Microsoft ®

Univ Calif - Digitized by Microsoft ®

trials and standardization runs. The Colorado did not take part in these because she had already been ordered to return to her home yard for certain neccessary repairs; and though the South Dakota started out bravely she had to drop out on account of a breakdown. This left the California to finish all by her lonesome, which she did, without a mishap of any kind occurring. In fact, the results of the trials indicated that the California had made somewhat faster time to the mile than ever before—which certainly speaks well for the ship, her builders, and the officers and men who handle her, and we are glad to be able to hand a boquet to that particular body of men of whom one hears so little nowadays because of the roar made by the men behind the guns—The Engineer's Force!

On the afternoon of the day we finished these runs, June 9th, we sent all our short timers up to August 1st to the Colorado, and she then went down to Cavite to coal for the long run home. We joined her the next day and took on a cargo of coal too, beginning at 5:30, and while we were in the midst of this operation—at 6:14 p. m. June 10th, to be exact—our good old sister ship Colly started for home and Mother. She passed us at quite a distance—too far off to recognize any one about her decks without the aid of a glass—slipping quietly away into the haze of a cloudy evening until she seemed more like a wraith than a real ship. Once more the band played the old tunes to which we had now become so well accustomed to listening on the departure of some other ship for the promised land, and all went well until it came the turn of "Home, Sweet Home," when some one in authority had the good sense to have the word passed to the bandmaster that he could dispense with that heart-breaker on this occasion. (One of our captious critics takes the liberty of calling us down for complaining of homesickness, after this fashion: "I notice that the correspondent (to "Our Navy" from the Pacific Fleet) writes of some of the men being sore oppressed because they, forsooth, have been away from the States for two whole months. Holy Mackerel!!! Homesick in Honolulu!!!!—To know what homesickness is and to truly appreciate the States they should ramble over on this

Univ Calif - Digitized by Microsoft ®

rim of the earth among the exiles of the Asiatic, where two months is the time it takes for a letter to be answered, where it's almost a general court-martial offense to have nostalgia inside of three years, where the Orpheum is a hazy dream and Market Street merely a memory; then when some packet points her nose toward the Golden Gate and he's left behind he can wish a 42 h. p., 6-cylinder wish to be aboard her, and his Adam's apple feels as large as a pumpkin." We are pleased to know that Brother Pierce appreciates our viewpoint so exactly—only his is somewhat warped and—like ours'—entirely selfish. He overlooks some, to us, important facts,—for instance: It is one thing to set sail from foreninst the Ferry Tower with a complete knowledge that—barring accidents—one will not gaze again on the big gold hands of the clock which indicate the approach of the hour when that next Market street libery will begin, for three whole years or more. It is quite another thing for one who is morally certain that he is stationed on the West coast of the U. S., quite handy to home and friends for at least a couple of years, to be sent off on a simple little pleasure-cruise to that so-beautiful Honolulu—to lie there for two months—then to receive orders to return to the nice little U. S.—only to have those orders cancelled and have to remain "across the street from 'Frisco' " for another two months—then, when real sailing orders do come, to find that they take us out to "ramble over on this rim of the Earth among the exiles of the Asiatic" another several months instead of back to the wilds and jungles of tight little 'Frisco. Now, Pierce, dost thou honestly blame us for our "Adam's-apple" stunts as we watched the Maryland, West Virginia, and Colorado fade away one after the other for those happy hunting grounds, taking with them tried shipmates and true, while the bands played those tunes herein before enumerated? Verily, if thou dost, then is thine heart of adamant gemacht and yet untouched of wiles of women!)

However, in the case of the Colorado there was a silver lining to the cloud as we had a pretty good hunch that we were soon to follow her, so we went about our tasks contentedly enough—with hope nailed to the masthead.

Univ Calif - Digitized by Microsoft

Members of the "Black Gang" Who Helped Make Our Speed Record [Photo by Kline]

Univ Calif - Digitized by Microsoft ®

Univ Calif - Digitized by Microsoft

The gradual dissolution of our fleet reminded us of an old nursery rhyme and on mentioning this to one of the ship's minor poets he excitedly ran his hand through his thatch, dashed off, but soon returned and handed us the following delicate bit of sentiment:

Five stately cruisers—tied to the shore—
The MARYLAND was hustled off
And then there were four!

Four swift cruisers—ready to go to sea—
The WEST VIRGINIA beat it home
And that left but three!

Three "happy homes"—sailed o'er the ocean blue-
The COLORADO made her sneak
Which then left but two!

Two sturdy cruisers—hung it out together
And started for the States themselves
In fairest kind of weather.

As nothing happened to this twain
Our rhyme, perforce, is done
For we can't wind up with the old refrain—
"And then there was none!"

On Wednesday the 12th, we returned to Olongapo where we shifted the range parties every day or two so that all might have an opportunity to finish rifle practice.

Since completion of target practice there have been a number of changes in the personnel of the officers of the fleet; some went home in the Colorado, others were transferred from her to the California, South Dakota and Glacier, and a few more were shifted from one to another of those vessels.

Liberty had now become a drug on the market—like too much of any good thing it had begun to pall—as far as Manila and Olongapo were concerned, at any rate. We had become heartily tired of running a ferry line between those two ports. We hankered for new worlds to conquer. And at last, on June 16th we were made happy by the information that we would leave

Univ Calif - Digitized by Microsoft ®

for the States on the 26th, to arrive there about the middle of August. So, on Wednesday, the 19th, we mosied down to Manila, for the last time, in order to put the Cincinnati and the submarines through their target practice paces, and while we were completing this task we at such times as were convenient, coaled and provisioned the fleet for the first lap of the long voyage. All hands began to show a lively interest in existence, ceased to damn the climate, made final liberties and purchases of Philippine curios and, with everything shipshape, we made our getaway on Wednesday, June 26th, at 8:50 p. m., for Woosung, China.

Univ Calif - Digitized by Microsoft ®

CHAPTER III.

CHINA

Our run up along the coast of Luzon, Formosa, and China, was uneventfully smooth and pleasant, and gave us a blessed relief from the heat of Manila. We boomed along at 15 knots, which speed was somewhat accelerated for a time by a favorable current, and arrived off the outer Woosung bar in the Yang Tse Kiang on the evening of June 29th. At 9:10 p. m., we stopped our engines long enough to take on a pilot, then went on up the muddy Yang Tse Kiang, anchoring off the mouth of the Woosung early in the morning watch of the 30th.

Liberty started that day. Owing to our limited stay in this port it had to be so arranged that each man on board could go at least once to Shanghai. Payday was advanced a few days so that we would have some shot in our lockers with which to buy the silks and other things that could be obtained here at a more reasonable figure than at any other port we were scheduled to stop.

Ships of our size and draft could, but generally do not, go up the Woosung and anchor off Shanghai, in the basin, a stone's throw from the bund. Instead, they anchor as we did off the entrance to the river, as several vessels of our size would so fill up the basin as to seriously hamper the movements of the enormous merchant marine. Having to anchor here makes it necessary to boat it a couple of miles from ship to landing, and then take a train for the run of ten miles from Woosung station to Shanghai. Talk about your "slow trains through Arkansas"—those Chinese trains are the limit! They are interesting, though to anyone who has not before seen European railroad equipment. The engines, arrangements for the accomodation of 1st, 2nd, and 3rd class passengers, coupling systems for cars, heat, and light, all are very different from ours and yet serve the same purpose.

The land which this spur line from Woosung to Shanghai traverses is most fertile and is a part of one of the best agricultural districts in China—the Delta of the Yang Tse Kiang. Peanuts and rice were the crops most in evidence until, as we neared the

Univ Calif - Digitized by Microsoft

environs of Shanghai, the landscape was dotted with many small truck farms.

Along this route we also saw—many of us for the first time—the numerous "graves" which thickly dot the fields in the neighborhood of towns, villages, or any cluster of huts where the people who cultivate the land congregate, and which for many years had much to do with preventing the building of railroads through any part of China. The Chinese respect and venerate their parents while living and revere and worship the memory of their ancestors when dead. They also believe that the dead still use food after death—hence, in each casket is left a suitable orifice through which food may be thrust convenient for the use of the deceased. This custom explains in a measure why "burial" consists in merely carrying the coffin out into a field and setting it down apparently at haphazard, with no seeming choice of location except that it be near the home of the living. (This is not really the case as various local conditions govern the place where each casket is to be left.) A result of this custom of burial is that, from our point of view, each patch of ground so situated is encumbered, and its area for cultivation much lessened, by the graves. The customs of ancestral worship require that the father's grave be carefully preserved in order that his male descendants may worship before it, but the graves of women, unmarried people and children are not so well made or cared for, and, as a matter of fact it is only a question of time before they all fall into decay and become obliberated. But the frequency with which new caskets appear is startling, to say the least, and until the dead are really buried in places allotted for that purpose alone, strangers will have ample opportunity to view this peculiar feature of the landscape.

The above customs, aided by "fung shuy" (broadly—superstition—anything bad or to be feared), were principally instrumental in preventing the installation of railroads for a long time, but all obstacles were finally overcome by appealing to the common sense of the people and, in a small way, to their cupidity.

Shanghai means "Upper Sea" and the city is known to

Univ Calif - Digitized by Microsoft ®

A Scene in Shanghai, China

Univ Calif - Digitized by Microsoft ®

Univ Calif - Digitized by Microsoft ®

have existed in the year 249 B. C. It looks, in some places, as if it had been there longer. It is situated on a great bend of the Woosung twelve miles from its junction with the Yang Tse Kiang.

Its foreign population is small compared with the million or more natives. While scattered over a large area as to residence, the foreign population handles business in the three foreign settlements which adjoin each other—French, English and American. In their offices is handled the bulk of China's enormous and rapidly increasing commerce with the world. Steamers enter and leave this port at the rate of 20 or 30 or more a day, and nothing offers a greater illustration of the difference between foreign and Chinese civilization than the contrast between our iron steamships and the wooden junk which constitutes now, as it did 1000 years ago, the Chinaman's method of carrying freight over seas.

These three towns within a town have all the modern conveniences as well as some yet-remaining ancient inconveniences. The foreigners' warehouses, stores, banks and residences would be a credit to New York, Paris or London. The streets are well paved and beautifully kept. They have clubs, race courses, tennis courts, theatres, country and town residences,—in fact they have everything of the best that civilization offers. And they are self-supporting—paying for their luxuries and comforts with the money they have earned in the country in which they have cast their lot.

In obtaining the privilege of installing electric railways through the town, and suburbs, of Shanghai, the promoters had to overcome an obstacle that was even more formidable than that encountered by the steam railway people. This was the opposition of the jinrikisha and wheelbarrow men, whose pocketbook the electric cars threatened. So many thousands of Chinese obtain their livelihood by carrying passengers and freight in 'ricshas and wheelbarrows—practically the only method of getting about except on shank's mare—that they form a very powerful element of opposition to anything that might take away from them, or reduce, this means of earning a living. The

Univ Calif - Digitized by Microsoft ®

installation of the cars seems however not to have hurt their business to any great extent as, for short hauls, or for traveling where the cars do not run, they are still the only available conveyances. It is interesting to note that the jinrikisha was invented by an American missionary.

Several enterprising firms are now using a soft-cushioned, low-wheeled, rubber-tyred (pneumatic) style of 'ricsha that it is a pleasure to ride in when compared with the old-fashioned rigid, high-wheeled, steel-tyred rattle-traps of which thousands are still in use.

The wheelbarrows—a wheel about three feet in diameter, made of wood, with a seat suspended on each side high enough for the feet of the passenger to clear the ground—are not much used for carrying passengers other than the natives. It is the principal vehicle for carrying freight on land and, heavy and cumbersome as it is, enormous loads are carried. It is very slow as the pushee-man only proceeds at a walk. In some parts of China that wheelbarrow is most esteemed which makes the loudest screech as the wheel goes round. This noise is said to be very good fung shuy. Automobiles are now very commonly used and it was noticed that those of American make were as plentiful on the streets as any others.

"Shanghai", to one who has only casually heard of it, at once suggests the old red rooster scratching for his harem in Uncle's barnyard. To those who have seen only the beauties of that city it brings pleasant recollections of good times spent in the parks, bazaars and cafes; in autoing or ricshaing over its spotless streets, out Bubbling Well Road through the magnificent suburbs dotted with fine residences, or in winding through the narrow streets of the native town at such a speed as to prevent more than a momentery glimpse, with only a vague impression, of the scenes through which one passes on the way to visit same native temple or other curious sight in that quarter. But for those who have left the charming European settlements and have deliberately investigated the squalid misery of the natives in the quarter where the poorest of the masses are herded together, Shanghai holds other and less pleasant memories, of

Univ Calif - Digitized by Microsoft ®

the beggars, unfortunate, loathsome wretches; and of the unsanitary conditions, productive of foul odors which arise from streets teeming with dust and filth, and crowded with a ceaseless flow of dirty, wretched-appearing coolies clad in less than a nickle's worth of clothing (whatever is worn out or worthless seems to be thrown out into the street along with the offal of the household.) It is all sickening and fills one with a desire to help their misery while, at the same time, one realizes his individual inability to do so. And yet, withal, these to us, miserable wretches, seem to be—in fact it is known that they are—contented with their sordid struggle for life. The writer has seen poverty in many parts of the world, but never before so helpless, or so useless, a poverty. "None are so helpless as they who will not help themselves," seems particularly to apply to these. It is undoubtedly a fact that a realization of the existence of conditions hinted at above, as well as others not touched on here but pretty generally known to the world, led those who now govern in China to make the effort which has resulted in placing them, the thinkers of the country, in a position to uplift the millions who toil incessantly for the means of barely supporting life without any creature comforts.

On the morning of the glorious Fourth as the liberty party were taking their seats in the train at Woosung, a sad accident occurred. Just before the train leaves Woosung a down train pulls in, on the opposite track, from Shanghai. While we were waiting to start, the usual crowd of beggars lined up along under the windows and began their canvas for alms. Among them were many children—forced by their parents to beg. One of these tiny poverty-stricken mites, urged on by his excitement and hope of gain, failed to note the cries of warning uttered by those who noted the approach of the down train, and was struck down and ground to pieces before our eyes—leaving in our memories the sight of his little round brown dirty face, with its bright eyes and pleading, ingratiating smile—his hand outstretched eagerly to clutch the hoped-for silver piece.

It is said that many of the beggars deliberately maim and disfigure themselves in order to pursue their chosen calling, but,

Univ Calif - Digitized by Microsoft ®

God knows, there are enough of the naturally unfortunate who must beg or starve and who do both most of the time.

In spite of the miserable life the masses lead they seem to be strong and healthy. Their dirty appearance is apparently entirely due to a lack of the use of just plain old soap and water. They consider themselves well fed when they can get enough fish and rice to eat. Their scraps of clothing are made of cotton—and cotton only—one thickness in summer and quilted in winter. They live entirely in the open except in the cities, and there the houses are so full of cracks that the only protection secured is from rain. It is said that the Chinese never repair their habitations, just go ahead and live in them as long as they hold together and sometimes longer than that. In the coldest weather they do not heat their houses, but put on more clothes. It is astonishing to note how the red blood courses beneath their red or brown skin, then to turn to one of our own, comparatively pasty-faced shipmates and witness the difference.

The money-changers who hung on our heels taught us a trick or two in the way of making pennies grow into dollars. A five dollar goldpiece was worth—after paying the rate of exchange—9.90 mexican dollars. A Mexican or Chinese dollar is worth, in "small money" as silver change in ten and twenty cent pieces is called, about 1.20 Mexican dollars, so, if the money-changers could pursuade us to give them a five dollar goldpiece for ten dollars in small money, then take it to the exchange and have it changed into Mexican dollars, then take them to another exchange and have the Mexican dollars changed into small money, they could make nearly two dollars "small money" on each five dollar piece by this practical but somewhat complicated process.

Small-footed women are not commonly seen in Shanghai, in fact, you have to look for them anywhere nowadays as there are, relatively, but few left, This binding of the feet never was a fixed custom of South China and those to be seen are mostly from the North or descendants of those born in the North. This habit has not resulted in making the hands and feet of the Chinese small by birth, though it is a noticeable fact their hands

Univ Calif - Digitized by Microsoft ®

and feet are small and shapely in proportion to the size of their bodies. The small feet are well worth seeing, as a matter of idle curiosity.

We found many places for, but not many kinds of, amusement in and about Shanghai. One can enjoy a good meal at several up-to-date hotels and cafes, in some of the latter of which the tables are removed from the dining rooms and dancing is indulged in after dinner is over for the evening. At some of the road houses may be found summer gardens and dancing. These are nice places to get together a crowd and go for an evening's fun just among yourselves.

A stroll along the paths in the water-front park on the Bund, or seated on one of the benches where a good view of the shipping in the basin may be had, is enjoyable on a fine evening when the band is playing. Shanghai has a very good band composed of Filipinos and called "The Town Band." It is supported by the town and numbers 50 pieces. There are a number of moving picture shows that are as good as any, and, of coruse, saloons are plentiful enough to keep one from thinking he is in a desert.

Perhaps the best amusement of all is shopping. The very sight of the thousand and one kinds of silks, laces, grass-cloths, and of the articles made from them, or combinations of them, arouses a desire to be possessed of the wealth of an Astorbilt. You never realize just how many friends you have until you start to buy some trifling token of remembrance for them. Aside from the mere sight of these things, when it comes to an actual purchase the practice of the art of "jewing down" the price is very good diversion in itself. There are few strictly one-price houses among those conducted by the Chinese and Orientals, and after you have beat them down all they apparently will stand for, you pay your price with a feeling of certainty that you are beat after all. It stands to reason that you are—unless these chaps are in business only for their health and the pleasure of "giving unto others." Anyway, we will take a chance that our wife, sweetheart, mother or sister (or some other fellow's) will be glad to have what we have bought for her as a souvenir of our cruise in

Univ Calif - Digitized by Microsoft ®

the Orient. One thing those who visit this country want to bear strictly in mind, is our reference to Astorbilt, above, and begin to save their spare shekels now. Not one of us but regretted before we left this port that we had been so loose with our change in Honolulu and the Philippines.

On the morning of July 6th at 11:30, strictly-Chinese China became a memory, as we then pulled out for Tsingtau, Germany's base in China. Our run up the coast was pleasant and we anchored off Tsingtau at 8:53 a. m., on the 8th. Tsingtau was leased from China by Germany after the Japan-China war in 1894, and Germany may well be proud of what she has accomplished in the time she has been in possession, as, less than twenty years ago, the spot on which now stands this beautiful and flourishing city, was practically a desert waste. The back country is rich in building stone, clay for bricks, coal and other minerals, and the agricultural possibilities are unsurpassed in China.

With their customary methodical precision this town was laid out and built solidly of brick and stone; the waste places were planted with trees and vines which now cover the once bare hills with a verdant and luxurious growth. "Spotless Town" realized gives one who has not seen this place some faint idea of the clean appearance of its buildings and streets. Even the 'ricsha men are lined up every morning before they start out after fares, and examined to see if person, clothing and vehicle are clean and neat. This may be done elsewhere in China, but if so, we do not know it.

Und, ach Himmel; der so gutes Bier das ist hier gemacht! Never did suds and limburger meet on better terms than here. The good stuff is brewed right in town, though there is plenty brought over from the Fatherland for those who prefer that brew, and the limburger does not seem to be the worse for coming over sea in cans.

Several of the vessels of the German fleet were lying in the roads. S. M. S. Scharnhorst, Flagship of Vice Admiral v. Krosigk, S. M. S. Gneisenau, S. M. S. Nurnberg, and Emden, and two torpedo boats, the Taku and S.90. The Scharnhorst

Univ Calif - Digitized by Microsoft ®

Tsingtau, (German) China

Univ Calif - Digitized by Microsoft ®

Univ Calif - Digitized by Microsoft ®

and Gneisenau are slightly smaller than the California and South Dakota; the Emden is about the type of the Albany, and the torpedo boats are the usual type of that class of vessel.

Liberty was granted from 1:30 p. m. to midnight every day of our stay. The first night, Monday, a heavy storm arose which prevented the landing of boats from the ships, so we had to stay ashore all night. This experience demonstrated conclusively that the town could not provide sleeping accomodations for any great number of men. Many of us slept on tables, chairs, or even the floor, in order to obtain shelter from the torrents of rain.

The German sailors proved to be ideal comrades. It took no time at all for the boys of the two nations to meet on the most cordial terms. It was astonishing how many of our men could talk German well enough to get on famously in a place where even the 'ricsha men speak that language. There must have been two or three hundred men on the California, alone, that could sprechen Deutsch fein!

On Tuesday evening, the 9th, the petty officers of the Gneisenau entertained the petty officers of the South Dakota. On Wednesday evening, the 10th, the petty officers of the Scharnhorst entertained the petty officers of the California. On this occasion the forecastle of the German Flagship was enclosed, overhead by awnings and on the sides by curtains, and the interior of the room thus made was gaily decorated with bunting and paper lanterns. Tables were ranged fore-and-aft along each side of the deck. Beneath the muzzles of the great guns in the turret was stationed the ship's orchestra which rendered during the evening all the old favorites of both countries. Perhaps the song most popular with them of all our popular songs was, "Lieb Mich Und Die Welt Ist Mein." We were no sooner seated at the tables than our glasses were filled with foaming nectar, and they were not allowed to become empty thereafter. There was something doing constantly. If the orchestra was not playing or the splendid male chorus of forty or fifty voices not singing, then some one on either side was sure to be on his feet with an appropriate toast. Toasts were drank

Univ Calif - Digitized by Microsoft

standing, to our President and their Emperor. They sang their national anthem gloriously, while we managed to stumble through ours—with their aid. They knew it better than most of us. Speeches were made full of the spirit of good comradeship. Each was replied to in kind by members of our party. Heinie Rakow, George von Mohnlein, Nick Burmeister and Doc Zembsch carried off the honors on our side by telling them all about how we felt, in their native tongue. One of the German petty officers gave us a real interesting talk, in English, about the time he had at San Francisco during Portola week. The high jinks wound up at midnight and when we returned to the ship the officer of the deck had to look twice to be sure as to whether we were a German visiting party coming alongside, or our own party returning, as about half of us wore German hats. On the following evening, July 11th, we of the California entertained the petty officers of the Scharnhorst at a smoker on our forecastle, and on Saturday night the petty officers of the South Dakota entertained those of the Gneisenau.

While we were thus having our good times, the officers of the two fleets were not neglecting each other. On the 9th the Governor received at the Palace and entertained our officers at tea and tennis, and then a concert and smoker was given them at the Officers' Service Club. On the 10th the Governor entertained at dinner in honor of our Commander-in-Chief, attended by the staff and Captains of the Pacific Fleet, the German Staff and various senior officers, and the American Consul. On the 11th Vice Admiral v. Krosigk entertained at dinner on board his flagship, which was attended by the same guests as above. On the 12th the Tsingtau Polo Club entertained the officers at their club with polo games, a concert and tea. Preceeding the polo games the base ball teams of the California and South Dakota played an exhibition game. In the evening the Commander-in-Chief entertained at dinner in honor of Vice Admiral v. Krosigk and the Governor, attended by the Staff and Captains of the Pacific Fleet, the German Staff and various senior officers, and the American Consul.

The Commander-in-Chief, Captains and Officers of the

Univ Calif - Digitized by Microsoft ®

Pacific Fleet issued invitations for an afternoon tea and informal dance to be held on board the California on the 13th, but this affair had to be abandoned on the morning of that day on account of inclement weather, a rough sea and indications of an approaching typhoon. The American Consul issued invitations for a dinner that evening, which had to be abandoned for the same reasons. The officers' messes of the ships of both fleets entertained each other at dinner on different occasions, and, take it all around, our stay in Tsingtau was just one continual picnic.

We found Tsingtau a very good place to buy presents and much money was invested there. This was perhaps the "quickest" week since we left Honolulu, and it didn't seem possible that we had been there so long when, on Sunday morning, the 14th, at 8:35 a. m., we picked up our hooks and bore away at 15 knots for Yokohama, our last foreign port of call on the way home.

Univ Calif - Digitized by Microsoft ®

CHAPTER IV.

JAPAN

We anchored off the breakwater at Yokohama at 11:45 a. m., July 17th, and, as soon as it could be brought off, we were buried under an avalanche of mail which put all hands in fine humor to begin our stay in Japan. To add to our happiness and contentment we were given a half month's pay and the first liberty party was sent ashore promptly at 4:00 p. m.

As this was the first time in Japan for many members of the crews of our ships, sightseeing was the first thing to be attended to, so we will give a brief description of many of the things seen by some or all of us.

As Manila is representative of the Philippines, so is Yokohama representative of Japan as a whole, for that city may be said to be like a box containing a varied assortment of samples of Japanese urban and provincial life, as to this metropolis come emigrants from all parts of the country, bringing with them their home customs, manners, and dialects. Because of its importance as a port of departure and export, much of every sort of the artistic and industrial products of the empire is brought here, so that nowhere in the country may the stranger have a better opportunity to purchase curios, art goods, silks, or anything of Japanese manufacture. For these reasons too, an exhaustive examination of what is to be seen in Yokohama will probably better repay the visitor—particularly if his time is limited—than a much greater expenditure of time and money spent in roaming about the country haphazard.

As to statistics: Yokohama is the chief commercial port of Japan and began business as a city in the 16th century. At present its population is: Native, about 400,000; European, about 3500; and Chinese, about 7000. On the bluff, overlooking the Bay are located most of the nicest foreign residences, many consulates, family hotels, etc. Along the Bund between the breakwater and the English Hatoba (wharf) are the largest hotels, and two blocks back, on Main Street, are the principal business houses, foreign and Japanese Banks.

Univ Calif - Digitized by Microsoft ®

The city is divided into two districts called Kwan-nai (Within the Barriers), and Kwan-gai (Outside the Barriers), and Kwan-gai is divided into Umechi (Reclaimed Grounds) and Yamate (The Bluff). In the Umechi and Kwan-nai are two streets—Honcho-dori with its saloons, and Benten-dori with its shops—with which most of us became more or less acquainted, as we usually stopped in the first to acquire courage to attack the shopkeepers in their lairs in the second. About the city one finds many Shinto shrines. On Ise hill is located the Temple of Fudo. The idol of Fudo sits on a rock amid flames of fire, having a two-edged sword in the right hand and a rope in the left. It cuts asunder vile thoughts with the sword, purifies the mind with fire, ties up passions with the rope and keeps them completely under the sway of reason. (We give this as an example of the meanings these different shrines have for those who worship before them.) At the right of this temple a red idol of Binzuru sits calmly waiting to confer benefits. Any person possessing an infirmity of the body has but to rub the affected part and the corresponding part of the idol alternately, when the good Binzuru is supposed to take the disease from the body to itself and thus heal the afflicted one.

Isezakicho (Theatre Street) would put most world's fair midways to shame for variety of amusement. Jugglers, acrobats, living statues, dancers on balls, freak birds and animals, side shows, shooting alleys where bows and arrows are the weapons with which one may prove his skill, and all sorts of wheels of fortune and other gambling games for petty prizes, may be witnessed and enjoyed for prices ranging from 3 to 15 sen for admission, or a try at one of the games. Wrestling is one of the most popular of Japanese sports, held in high esteem by all ranks.

An interesting place to visit—and you are entirely welcome to do so—is one of the several tea-firing godowns. Some are run by machinery and others by hand. There are also several factories where fine-arts goods are made—the tea-sets, lacquer ware, cloissonne, and other things, some of which we have bought—which are open to visitors.

The two or three large Japanese bazaars, as well as each

Univ Calif - Digitized by Microsoft ®

small shop, are exhibits in themselves of all articles of purely Japanese type, and in these places one may buy any number of little things that are really illustrative of what the Japs use in every-day life as necessities of that life.

The theatres offer a sort of diversion which, personally, we never quite dared to tackle. They are open from a little before 10 a. m. to about 9 a. m. and meals may be brought in if you want to sit out the session.

In the U. S. Naval Hospital is an ancient mound which is known to be the tomb of some of the daimyo who fled from Kamakura, when it was over-run by the army of Nitta Yoshisada in 1333, and finally settled on that spot. There were three of these tombs on the Bluff until Yokohama was opened to foreign trade, when two of them were levelled to the ground. In these two were found skeletons, armor, weapons, and earthen statues. It used to be the custom in ancient times to bury these earthen statues of servitors with a noble when he died.

Most of us climbed the Hundred Steps which lead from the end of Motomachi to the tea house "Fujita" at their top. This is the oldest tea house in Yokohama and the only one where ladies may properly go with gentlemen. The glorious snow-clad peak of Fujiyama, the sacred mountain of Japan, may be seen from here in clear weather, and a fine view is obtained of the city at your feet. A cup of tea, a glass of wine, or other light refreshments will be served here if requested, and one is always contented to sit awhile and rest after the steep climb before starting on the return. Many of the celebrated people of the world have climbed these steps before us, of whom the first stranger to do so was our own Commodore Perry. Fujita is open from morning until 11:30 p. m., and the gentle O Uchi San, made famous in song by Lieutenant Bostwick, U. S. N., gracefully presides over the house; providing Japanese dinners, music, and dancing of geisha, for those who wish them. O Uchi San, who was a dainty little maiden when Lieutenant Bostwick wrote his song, is now a charming matron who has seen perhaps some thirty summers, and she causes one to feel that he is an honored guest, as she graciously calls his attention to the record

Univ Calif - Digitized by Microsoft

Daibutsu

Univ Calif - Digitized by Microsoft ®

Univ Calif - Digitized by Microsoft ®

books extending back for many years and containing thousands of cards of famous people; or quaintly describes the other objects of historical interest with which her rooms are decorated. Among the cards in those record books are to be found hundreds written by our naval officers, and many of those who wrote them, now live only in our memories. In the summer of 1881 a Japanese circus man and his daughter rode up the Hundred Steps on horseback, and the father rode down standing on his head on the horse and holding an open fan in his toes!

The Japanese either cremate their dead, or bury them very deeply in the ground. In a cemetery, the tombs are very close to one another. This is because most of the dead are interred in the sitting posture and consequently the coffin is about 28 inches square and four feet high, or perhaps a large tub of about the same dimensions is used. For seven weeks after burial the children and other relatives visit every day the new grave which is decorated with flowers and lanterns, and offer flowers, fruits, cakes and water, and burn incense.

A trip out to Kamakura to see the statue of the great Buddha or Daibutsu is well worth while. This great image was made of wood at first and in 1252 the present image was cast. Some of its dimensions are:

	Feet	Inches
Height	49	7
Circumference	97	2½
Length of face	8	5.15
Length of eye	3	11.6
Length of ear	6	6.54

Circumference of thumb about 6 feet.

It is said the eyes are of pure gold and the silver boss (a round white knob in the center of its forehead) weighs thirty pounds. It is a most wonderful figure and looks most lifelike and natural. Anyone having a collection of stereoscope pictures of Japan is pretty sure to have a picture of Daibutsu and it will be well worth while to break it out and have another look at it, having the above dimensions in mind. Two or three of the fat men on board realize, since having seen this image, what the

Univ Calif - Digitized by Microsoft

Japanese mean when they call one "Daibutsu".

While, of course, the Japanese do not observe Sunday as a day of rest as we do, yet they have plenty of days each month that may be so used if they care to—there are ten holidays in January, and not less than two in any month.

The trip to Nikko should be made if one has time, as the temples, sacred bridge and tombs are exceptionally fine and the scenery is unsurpassed in Japan.

A great many of us made flying trips to Tokyo, during which we saw some of the sights of that great city. The Government Buildings, the Emperor's Palace, and the palace grounds, the great temples, and the magnificent parks and their contents are about all that may be seen there and not in Yokohama. The Ginza, or main shopping street, is of course much larger and has bigger stores and more variety but the prices are about the same. In Ueno Park, the heights of which command a fine view of the north-eastern part of the city, there are a number of places which take time to thoroughly explore, the Imperial Museum, Fine Arts Gallery, Zoological Garden, National Library, and any number of shrines, temples, bronze statues, etc .

In Shiba Park are located the Mausoleum of the Tokugawa Shogun, and the Tokyo Bazaar.

Asakusa Park is a popular resort in which the celebrated Temple of Kannon stands, and there are many shows like those already described in Yokohama. The first time we were here, nearly ten years ago, we were much surprised to find a panoramic view of the Battle of Gettysburg on this midway. Whether it is still there we did not discover. The aquarium is in this park too, and is very interesting, containing more different colored fishes than we had ever seen before. The Japanese breed color in fishes as well as flowers. While wandering around the Japanese cities it is impossible not to notice the many ways in which these people express their love for flowers. You see it in everything. Their favorites seem to be the chrysanthemum, wistaria, and the cherry blossom, and after them, any flower. These three, and roses, you find embroidered on clothing, painted on fans and anything made of cloth or paper, and inlaid, or

Univ Calif - Digitized by Microsoft

painted on and baked into lacquer—and china-ware.

Below we give some contrasts in the methods of doing things in Japan and America which appear equally topsy-turvy when seen from their view-point or from ours:

IN AMERICA	IN JAPAN
We eat with knives and forks	They with chopsticks
Our food is cut up on the table	Their's before being brought in
We wear shoes	They wear wooden sandals
We write with pen and ink	They with brush and paint
We wear hats	They, the men only recently, and the women not yet
We kiss each other	They never do
We have smoking cars	They smoke in all cars
Our theatre tickets are small, of pasteboard	Theirs' are large wooden panels
We carry babies in arms	They on their backs
We shake hands	They fold their hands and bow
We turn to the right	They to the left
Our clothes fit closely	Theirs' loosely
We sit on chairs	They on the floor
We write across the page	They up and down
We sleep on raised beds	They on mattresses on the floor
We wear shoes in the house	They take them off
We use horses	They men

Speaking of the custom of the Japanese of taking off their shoes on entering the house reminds us of a story told about the first railroad in Japan. An old couple after thinking it over finally concluded to take a ride in the train and see what it was like. As they entered the train, they quite naturally stepped out of their shoes, leaving them on the station platform. When they arrived at their destination and the guard opened the door, they unconsciously, as a matter of habit, reached out with their feet for the shoes that should be just under the door of the car! Needless to say, their shoes were patiently waiting for them on the station platform they had left.

Many more contrasts might be noted but the above are sufficient to show what unexpected things one runs up against

Univ Calif - Digitized by Microsoft ®

at every turn. Their "actresses" used to be all men made up for female parts, but now they have a new school of real ones.

In connection with our visit first to Hawaii and later to Japan, it is interesting to note that on June 3rd 300 Hawaiian-born Japanese visited Yokohama, most of whom had never before seen Japan. The local papers described at length the courtesies extended them and the entertainments given in their honor.

While strolling along the Ginza in Tokyo we noticed the ad of a firm which stated that it had been established in 1655. That is a long time to do business under one name and in one place.

A sign of the times that would make Edward Hellamy sit up and take notice is the conspicuous advertising of the "Imperial Japanese Government Tobacco-Monopoly Bureau." The government controls the sale of tobacco, as well as the railroads, telegraph lines, and some other things. They only cleared $9,000,000 on the railroads last year, but that probably helped some. It seems funny that such conditions should exist in an empire and not in a republic.

Every day during the time the meal pennant flew the port side of the quarter-deck was lined, inboard and outboard, with venders of curios, post-cards, silks, metal wares, tea-sets and other useful junk. We spent all our small change in bargaining with them and besides the stuff we bought we gained considerable experience in dickering.

An illustration of the operation of separating a tea-set from a Jap might be interesting: After sizing up the collection offered for our selection and deciding on the one we wanted to buy a conversation would occur something like: "How much that set, John?" pointing to it.

"That set most expensive—25 yen," "John" would reply. Then the duologue would acquire a rapid fire nature:

"Give you four yen."

"No," short and sharp, "Have got other set more cheaper—you look them."

"All right, no wantchee other set," and start to walk away.

Univ Calif - Digitized by Microsoft

"Please, master, how much you give?"

"Four yen."

"No can do—not make expense."

"Four yen."

"Don' speaky foolishy. Give me six-yen-hifty, please."

"Four yen."

"You tell plenty friends buy of me and no tell price you pay, all right," very confidentially, and the set is yours. And, as always, you are again sure that you have been stung. And so it goes all down the line. One man will pay sixteen yen for what another only pays one, two, or three yen. Ashore the methods were practically the same, only the asking price was generally lower, the quality of the goods better, and the beating down in price less. There are some well-established firms of good reputation who do a strictly legitimate business and cater especially to the tourist trade. They will give from ten to thirty-five percent off on large purchases for cash.

From all reports, at least so far as we have talked with any of the men who tried them, there is one thing in Japan that none of us could stand; the Japanese meal, pure and unadulterated by any European mixture. The manner of serving, and the meal itself were interesting to look at, but oh! the taste of things. You squat on the floor and a small table is placed before you. Course after course of fish, meats, and vegetables are brought in, served in tiny dishes, and everything either to be drunk, or eaten with chopsticks. Their ideas of flavor and smell are nothing like ours.

One dish, fried fish with plain boiled rice, is always good and may be depended on at a pinch for something to eat, at any time. Pink, brown, or white, chopped up raw fish, was never tasty, somehow or other, and we could only pretend to enjoy, and, as soon as the novelty wore off, pay our bill and withdraw as gracefully as possible.

Univ Calif - Digitized by Microsoft

CHAPTER V.

HOME AGAIN

At 9:04 a. m., July 24, the California and South Dakota, in company, turned their noses toward Honolulu—the Glacier having preceded us on the 21st. We started off at our usual 15 knot clip, expecting to make Honolulu by the 2nd of August at the latest, but, at 12:51 a. m. on the 26th of July the South Dakota's starboard propeller shaft broke, outside the hull, and this misfortune made it necessary for us to reduce our speed so that from that time on we were only able to make ten or eleven knots good over the ground. We bucked a moderate head wind and sea which were heaviest in the neighborhood of, and while crossing the 180th meridian of Longitude. Here we picked up the day we had lost going out to the Orient. This gave us two Wednesdays in one week (as it happened), two 31sts of July, and thirty-two days in one month! We were mighty glad to get that day back again—it made us feel more comfortable in our minds somehow. On the 2nd Wednesday, the last 31st of July, the sea became much smoother and remained so until our arrival off Honolulu, on Sunday, August 4th. On the morning of that day, while yet about 40 miles from Honolulu, we had a rather interesting and exciting experience. An insane patient in some unaccountable manner succeeded in eluding the vigilance of his guards, rushed up on the forecastle deck and leaped over the side into the sea. This occurred at 8:13. Instantly, both engines were stopped, a signal gun was fired, the breakdown flag was half-masted, and both starboard life buoys were dropped. At 8:14 both engines were backed full speed, stopped, and at 8:15 the port lifeboat was manned, dropped into the water, and on its way to the man who, meanwhile, had grabbed a life buoy and was calmly waiting rescue. He was picked up at 8:18, none the worse for his dip. Both life-buoys were recovered and the lifeboat hooked on ready to hoist at 8:27, and we got underway again at 8:28. Fortunately for the young man his going overboard was immediately noted; the weather conditions were ideal; the sea was warm and just ruffled by a breeze,

Univ Calif - Digitized by Microsoft

and the means for his rescue were at once provided.

We anchored outside off Honolulu at 60:30 p. m. for the night. Twelve welcome bags of mail were received via the Glacier, the Commanding Officer of which ship had them ready and waiting for us, and by the time it was distributed and read we were ready to turn in. At 7 o'clock on the morning of the 5th the California went into the harbor and alongside Naval Dock No. 1, and at 8:30 we started the coal, which was to take us home, into the bunkers. Coaling was finished at 6 p. m., and during the day we also took on a quantity of much-needed stores.

Our short stay in Honolulu was a disappointment to our friends there. It was also a surprise, as the papers had announced that we were to stay anywhere from 5 days to 3 weeks, depending on the largeness of the imaginations possessed by the editors thereof! We, however, were not anxious to stay any longer than necessary, with home attractions looming up in the very near future. So it was "In again, out again, off again, fleet" at about as fast a gait as we could move. An opportunity was given to those who had relatives to visit, or any urgent personel affairs to attend to on shore, to go ashore over night, but it was not practicable to grant general liberty, under the circumstances, to all the men of the fleet.

At 4:00 p. m. on the 6th, having finished taking on stores, and said the last "Goodbyes" to friends, we went outside and anchored near the South Dakota while waiting for the last mail trips to be made. The launches that made these trips were hoisted in soon after five o'clock and at 5:26 we got underway for the last long run which was to end by our entrance into San Francisco Bay through the portals of the Golden Gate.

The voyage from Honolulu to San Francisco was uneventful. A steady breeze dashed a bucketfull of salt spray over the forecastle now and then all the way over, and, on the morning of the 13th it was deemed cool enough to warrant our shifting into blues. This was a great relief as the constant wearing of white uniform involves much extra effort to keep clean and neat, overwhelms the laundrymen, and swamps the pocketbooks

Univ Calif - Digitized by Microsoft

of laundry patrons.

We sailed into San Francisco Bay at 1:00 p. m. on August 15th and came to anchor off Quarantine in order that we might obtain pratique and give the customs officials a chance to earn their wages. Arrangements had been made by wireless and we took on, while lying here, stores and ammunition and men to fill vacancies caused by the discharge or transfer of those whose enlistment had expired or soon would. Our first attempt at anchoring was disastrous as the starboard anchor ran out and snapped off at the bitter end. We tried for two days to recover it, but gave it up and left for San Diego on the 17th, after coaling on the 16th.

Meanwhile, the South Dakota had gone on up to the Mare Island yard where she was to go into dock and have her propeller shaft replaced.

Having come safely back from our voyage to lands where we had learned much from the strange and curious sights seen there, and having thoroughly enjoyed that mixture of work and play which keeps Jack from "becoming a dull boy" we were now ready to go through the Autumn Target Practice off San Diego, with snap and vigor, in order that we might get to our home yard and start off on our leave of absence while the ship undergoes necessary repairs.

It is while on leave that we have opportunity to tell the folks all about what a lot of fun may be had on a cruise, in time of peace, on one of Uncle Sam's big home defenders, and it is then that they are able to size us up and appreciate how we have "improved" since we joined the Navy.

After all, "Be it ever so humble, there *is* no place like Home."

FINIS.

Univ Calif - Digitized by Microsoft

ITINERARY OF U. S. S. CALIFORNIA

FROM DATE OF COMMISSIONING, AUG. 1, 1907, TO AUG. 15, 1912

PORT VISITED	ARRIVED	DEPARTED	MILES STEAMED
Navy Yard, Mare Island, California	Aug. 1, 07	Commissioned	3
Vallejo Junction, California	Oct. 8, 07	Oct. 21, 07	21
Sausalito, California	Oct. 21, 07	Nov. 4, 07	6
San Francisco, California	Nov. 4, 07	Nov. 13, 07	810
Navy Yard, Bremerton, Washington	Nov. 16, 07	Dec. 4, 07	78
Victoria, B. C.	Dec. 4, 07	Dec. 5, 07	750
San Francisco, California	Dec. 8, 07	Dec. 12, 07	265
Santa Barbara Channel	Dec. 13, 07	Dec. 15, 07	280
Vallejo Junction, California	Dec. 16, 07	Dec. 17, 07	17
San Francisco, California	Dec. 17, 07	Dec. 18, 07	440
San Diego, California	Dec. 20, 07	Dec. 20, 07	594
Magdalena Bay, Mexico	Dec. 22, 07	Jan. 3, 08	595
San Diego, California	Jan. 5, 08	Jan. 7, 08	440
San Francisco, California, to	Jan. 9, 08	Jan. 17, 08	730
San Francisco, California	Jan. 19, 08	Jan. 21, 08	22
Vallejo Junction, California	Jan. 21, 08	Feb. 4, 08	2
Navy Yard, Mare Island, California	Feb. 4, 08	Feb. 18, 08	2
Vallejo Junction, California	Feb. 18, 08	Feb. 20, 08	1041
Magdalena Bay, Mexico	Feb. 23, 08	Mar. 11, 08	596
San Diego, California	Mar. 13, 08	Mar. 16, 08	96
San Pedro, California	Mar. 16, 08	Mar. 23, 08	20
Redondo, California	Mar. 23, 08	Mar. 25, 08	9
Venice, California	Mar. 25, 08	Mar. 27, 08	270
Monterey, California	Mar. 28, 08	Mar. 29, 08	96
San Francisco, California	Mar. 29, 08	Apr. 1, 08	735
Port Angeles, Washington	Apr. 4, 08	Apr. 6, 08	31
Port Townsend, Washington	Apr. 6, 08	Apr. 8, 08	41
Bellingham, Washington	Apr. 8, 08	Apr. 11, 08	33
Blaine, Washington	Apr. 11, 08	Apr. 12, 08	85
Everett, Washington	Apr. 12, 08	Apr. 13, 08	29
Seattle, Washington	Apr. 13, 08	Apr. 15, 08	13
Navy Yard, Bremerton, Washington	Apr. 15, 08	Apr. 23, 08	79
Anacortes, Washington	Apr. 23, 08	Apr. 25, 08	66
Seattle, Washington	Apr. 25, 08	Apr. 27, 08	13
Navy Yard, Bremerton, Washington	Apr. 27, 08	May 1, 08	851
San Francisco, California	May 4, 08	May 17, 08	277
Santa Barbara, California	May 18, 08	May 22, 08	88
Long Beach, California	May 22, 08	May 25, 08	88
Santa Barbara, California	May 25, 08	May 29, 08	68
Venice, California	May 29, 08	June 1, 08	68
Santa Barbara, California	June 1, 08	June 4, 08	74
Redondo, California	June 5, 08	June 8, 08	74
Santa Barbara, California	June 8, 08	June 13, 08	212
Santa Cruz, California	June 14, 08	June 15, 08	85
Vallejo Junction, California	June 15, 08	June 16, 08	25
Hunter's Point Dry-dock	June 16, 08	June 19, 08	4

Univ Calif - Digitized by Microsoft

San Francisco, California	June 19, 08	June 23, 08	21
Vallejo Junction, California	June 23, 08	June 27, 08	21
San Francisco, California	June 27, 08	July 1, 08	450
San Diego, California	July 3, 08	July 7, 08	450
San Francisco, California	July 9, 08	July 10, 08	24
Vallejo Junction, California	July 10, 08	July 13, 08	2
Navy Yard, Mare Island, California	July 13, 08	Aug. 16, 08	18
California City, California	Aug. 16, 08	Aug. 18, 08	8
San Francisco, California	Aug. 18, 08	Aug. 24, 08	2100
Honolulu, T. H.	Sept. 2, 08	Sept. 10, 08	2300
Pago Pago, Samoa	Sept. 20, 08	Oct. 7, 08	2275
Honolulu, T. H.	Oct. 17, 08	Oct. 22, 08	2450
Magdalena Bay, Mexico	Nov. 2, 08	Dec. 1, 08	1730
Amapala, Honduras	Dec. 8, 08	Dec. 10, 08	753
Panama	Dec. 12, 08	Dec. 22, 08	2140
Talcahuana, Chile, at sea, bound for	Dec. 31, 08		600
Talcahuana at sea, bound for	Jan. 1, 09		
Talcahuana, Chile	Jan. 3, 09	Jan. 14, 09	480
Coquimbo, Chile	Jan. 16, 09	Jan. 22, 09	1120
Callao, Peru	Jan. 27, 09	Feb. 10, 09	900
Chatham Island, Ecuador	Feb. 14, 09	Feb. 18, 09	860
Panama	Feb. 22, 09	Feb. 28, 09	750
Amapala, Honduras	Mar. 3, 09	Mar. 13, 09	1620
Magdalena Bay, Mexico	Mar. 18, 09	April 4, 09	1017
San Francisco, California	April 7, 09	April 8, 09	1017
Magdalena Bay, Mexico	April 12, 09	April 17, 09	1017
San Francisco, California	April 21, 09	May 17, 09	766
Port Townsend, Washington	May 20, 09	May 21, 09	56
Tacoma, Washington	May 21, 09	May 29, 09	25
Seattle, Washington	May 29, 09	June 4, 09	17
Navy Yard, Bremerton, Washington	June 4, 09	June 7, 09	821
San Francisco, California	June 10, 09	June 11, 09	30
Navy Yard, Mare Island, California	June 11, 09	July 24, 09	28.5
Hunter's Point, California	July 24, 09	July 27, 09	26.4
Mare Island Light, California	July 27, 09	Aug. 2, 09	3
Navy Yard, Mare Island, California	Aug. 2, 09	Aug. 14, 09	25.8
San Francisco, California	Aug. 14, 09	Aug. 15, 09	804
Seattle, Washington	Aug. 18, 09	Aug. 20, 09	8
Vashon Island, Washington	Aug. 20, 09	Aug. 20, 09	152
Off Vashon Island, Washington	Aug. 20, 09	Aug. 20, 09	8
Seattle, Washington	Aug. 20, 09	Aug. 28, 09	806
California City, California	Aug. 31, 09	Sept. 1, 09	7.3
San Francisco, California	Sept. 1, 09	Sept. 5, 09	2156
Honolulu, T. H.	Sept. 10, 09	Sept. 20, 09	90
Maalaea Bay, T. H.	Sept. 20, 09	Sept. 21, 09	120
Off Maalaea Bay, T. H.	Sept. 21, 09	Sept. 22, 09	114
Hilo, T. H.	Sept. 23, 09	Sept. 24, 09	198
Honolulu, T. H.	Sept. 25, 09	Oct. 5, 09	3587
Mares Harbor, Admiralty Id.	Oct. 17, 09	Oct. 25, 09	1952
Manila, P. I.	Oct. 30, 09	Nov. 4, 09	4
Cavite, P. I.	Nov. 4, 09	Nov. 7, 09	6
Olongapo, P. I.	Nov. 7, 09	Nov. 9, 09	52
Manila Bay, P. I.	Nov. 9, 09	Nov. 10, 09	57
Olongapo, P. I.	Nov. 10, 09	Nov. 12, 09	53
Manila Bay, P. I.	Nov. 12, 09	Nov. 20, 09	57

Univ Calif - Digitized by Microsoft ®

Olongapo, P. I.	Nov. 20, 09	Dec. 6, 09	63.5
Manila, P. I	Dec. 6, 09	Dec. 10, 09	1751.8
Yokohama, Japan	Dec. 15, 09	Dec. 30, 09	1150
Woosung, China	Jan. 3, 10	Jan. 14, 10	1026
Yokohama, Japan	Jan. 17, 10	Jan. 20, 10	3462
Honolulu, T. H.	Jan. 31, 10	Feb. 8, 10	2119
San Francisco, California	Feb. 14, 10	Feb. 23, 10	7
California City, California	Feb. 23, 10	Feb. 24, 10	7
San Francisco, California	Feb. 24, 10	Mar. 1, 10	293
Santa Barbara, California	Mar. 2, 10	Mar. 7, 10	28.5
Santa Rosa, Island, California	Mar. 7, 10	Mar. 11, 10	28.5
Santa Barbara, California	Mar. 11, 10	Mar. 14, 10	18
Santa Barbara Channel	Mar. 14, 10	Mar. 14, 10	17
Santa Barbara, California	Mar. 14, 10	Mar. 15, 10	25
Santa Cruz Island, California	Mar. 15, 10	Mar. 18, 10	25
Santa Barbara, California	Mar. 18, 10	Mar. 22, 10	28
Santa Rosa Island, California	Mar. 22, 10	Mar. 23, 10	28
Santa Barbara, California	Mar. 23, 10	Mar. 24, 10	15
Santa Barbara Channel, California	Mar. 24, 10	Mar. 24, 10	15
Santa Barbara, California	Mar. 24, 10	Mar. 27, 10	45
Santa Rosa Island, California	Mar. 27, 10	Mar. 28, 10	
On Target Range off Santa Barbara	Mar. 29, 10	April 2, 10	525
Santa Rosa Island, California	April 2, 10	April 3, 10	317
Santa Cruz, California	April 4, 10	April 6, 10	85
California City, California	April 6, 10	April 7, 10	17
Navy Yard, Mare Island, California	April 7, 10	Aug. 9, 10	21
California City, California	Aug. 9, 10	Aug. 11, 10	8
San Francisco, California	Aug. 11, 10	Aug. 14, 10	3939.1
Chimbote, Peru	Aug. 28, 10	Sept. 4, 10	1570
Valparaiso, Chile	Sept. 10, 10	Sept. 23, 10	1460.3
Chimbote, Peru	Sept. 28, 10	Oct. 3, 10	3434.4
San Francisco, California	Oct. 16, 10	Nov. 3, 10	460.8
San Diego, California	Nov. 5, 10	Nov. 19, 10	510.9
San Francisco, California	Nov. 21, 10	Nov. 27, 10	9.9
Tiburon, California	Nov. 27, 10	Nov. 28, 10	10.4
San Francisco, California	Nov. 28, 10	Nov. 30, 10	507.6
San Diego, California	Dec. 2, 10	Dec. 21, 10	486
On target range, off San Diego, Cal.	Steamed		1859.3
San Francisco, California	Dec. 23, 10	Dec. 28, 10	9
Tiburon, California	Dec. 28, 10	Dec. 29, 10	9
San Francisco, California	Dec. 29, 10	Jan. 4, 11	311
Santa Barbara, California	Jan. 5, 11	Jan. 14, 11	291.8
San Francisco, California	Jan. 15, 11	Jan. 17, 11	303.6
Santa Barbara, California	Jan. 18, 11	Jan. 31, 11	182
San Diego, California	Feb. 1, 11	Feb. 28, 11	102.1
San Pedro, California	Mar. 1, 11	Mar. 1, 11	5.9
Long Beach, California	Mar. 1, 11	Mar. 4, 11	4.9
San Pedro, California	Mar. 4, 11	Mar. 4, 11	5.6
Long Beach, California	Mar. 4, 11	Mar. 5, 11	4.7
San Pedro, California	Mar. 5, 11	Mar. 9, 11	89.3
San Diego, California	Mar. 9, 11	June 25, 11	468
San Pedro, California	June 26, 11	June 27, 11	85
Santa Barbara, California	June 28, 11	June 28, 11	277
San Francisco, California	June 29, 11	June 30, 11	24
Mare Island, California	June 30, 11	July 6, 11	23

Univ Calif - Digitized by Microsoft

San Francisco, California..	July 6, 11	July 17, 11	23
Mare Island, California	July 17, 11	Sept. 16, 11	4
Mare Island Light, California	Sept. 16, 11	Sept. 18, 11	19
San Francisco, California	Sept. 18, 11	Sept. 20, 11	440
San Diego, California	Sept. 23, 11	Sept. 25, 11	500
Coronado Beach, California	Sept. 25, 11	Sept. 30, 11	8
San Diego, California	Sept. 30, 11	Oct. 2, 11	52
Coronado, California	Oct. 2, 11	Oct. 4, 11	83.9
San Pedro, California	Oct. 5, 11	Oct. 6, 11	87
Santa Monica, California	Oct. 6, 11	Oct. 9, 11	230
San Francisco, California	Oct. 10, 11	Oct. 17, 11	7
California City, California	Oct. 17, 11	Oct. 17, 11	7
San Francisco, California	Oct. 17, 11	Oct. 19, 11	345
San Diego, California	Oct. 20, 11	Oct. 23, 11	122
Coronado, California	Oct. 23, 11	Oct. 27, 11	10
San Diego, California	Oct. 27, 11	Oct. 31, 11	10
Coronado, California	Oct. 31, 11	Oct. 31, 11	87
San Pedro, California	Nov. 1, 11	Nov. 4, 11	87
San Diego, California	Nov. 4, 11	Nov. 6, 11	42
Coronado, California	Nov. 6, 11	Nov. 7, 11	24
San Diego, California	Nov. 7, 11	Nov. 8, 11	10
Coronado, California	Nov. 8, 11	Nov. 12, 11	10
San Diego, California	Nov. 12, 11	Nov. 12, 11	42
Coronado, California	Nov. 12, 11	Nov. 15, 11	24
San Diego, California	Nov. 15, 11	Nov. 15, 11	348
Tiburon, California	Nov. 17, 11	Nov. 17, 11	7
San Francisco, California	Nov. 17, 11	Nov. 21, 11	2181.7
Honolulu, T. H.	Nov. 28, 11	Dec. 2, 11	88
Waialua, T. H	Dec. 2, 11	Dec. 3, 11	45
Honolulu, T. H.	Dec. 3, 11	Dec. 14, 11	13
Pearl Harbor, T. H.	Dec. 14, 11	Dec. 14, 11	11
Honolulu, T. H.	Dec. 14, 11	Dec. 15, 11	180.4
Hilo, T. H.	Dec. 16, 11	Dec, 20, 11	159.1
Honolulu, T. H.	Dec. 21, 11	Jan. 29, 12	40
Off Honolulu, T. H.	Jan. 29, 12	Feb. 1, 12	3
Naval Station, Honolulu, T. H.	Feb. 1, 12	Feb. 5, 12	38
Off Honolulu, T. H.	Feb. 5, 12	Feb. 6, 12	34
Off Honolulu, T. H.	Feb. 6, 12	Feb. 7, 12	50
Off Honolulu, T. H.	Feb. 7, 12	Feb. 8, 12	40
Naval Station, Honolulu, T. H.	Feb. 8, 12	Feb. 12, 12	77
Lehaiana, Maui, T. H.	Feb. 12, 12	Feb. 13, 12	132
Kealakakua, Hawaiia, T. H.	Feb. 13, 12	Feb. 14, 12	148
Hilo, Hawaiia, T. H.	Feb. 15, 12	Feb. 19, 12	122
Kahului, T. H.	Feb. 19, 12	Feb. 20, 12	95
Honolulu, T. H.	Feb. 20, 12	Mar. 11, 12	3
Off Honolulu, T. H.	Mar. 11, 12	Mar. 12, 12	32
Off Honolulu, T. H.	Mar. 12, 12	Mar. 13, 12	32
Off Honolulu, T. H.	Mar. 13, 12	Mar. 14, 12	28
Off Honolulu, T. H.	Mar. 14, 12	Mar. 15, 12	32
Off Honolulu, T. H.	Mar. 15, 12	Mar. 16, 12	3
Naval Station, Honolulu, T. H.	Mar. 16, 12	Mar. 18, 12	3579 8
Guam, M. I.	April 2, 12	April 2, 12	1578
Olongapo, P. I.	April 8, 12	April 9, 12	60
Cavite, P. I.	April 9, 12	April 12, 12	60
Olongapo, P. I.	April 12, 12	April 26, 12	64

Univ Calif - Digitized by Microsoft

Manila, P. I	April 26, 12	April 29, 12	4
Cavite, P. I	April 29, 12	May 1, 12	26
Target Range	May 1, 12	May 4, 12	26
Manila, P. I	May 4, 12	May 6, 12	34
Target Range	May 6, 12	May 10, 12	320
Manila, P. I	May 10, 12	May 13, 12	100
Target Range	May 13, 12	May 17, 12	315
Olongapo, P. I	May 17, 12	May 24, 12	372
Manila, P. I	May 24, 22	May 26, 12	24
Manila, P. I	May 26, 12	May 28, 12	130
Manila, P. I	May 28, 12	June 5, 12	564.8
Cavite, P. I	June 6, 12	June 7, 12	46.5
Olongapo, P. I	June 7, 12	June 10, 12	241.3
Cavite, P. I	June 10, 12	June 12, 12	62.8
Olongapo, P. I	June 12, 12	June 19, 12	62.8
Manila, P. I	June 19, 12	June 24, 12	16
Cavite, P. I	June 24, 12	June 26, 12	1133
Woosung, China	June 30, 12	July 6, 12	409
Tsingtau, China	July 8, 12	July 14, 12	1156
Yokohama, Japan	July 17, 12	July 24, 12	3378
Honolulu, T. H	Aug. 4, 12	Aug. 6, 12	2091
San Francisco, California	Aug. 15, 12		
TOTAL MILES STEAMED SINCE COMMISSIONING			96,089.8

The California was commissioned August 1st, 1907, at the Navy Yard, Mare Island, Cal., Captain Thomas Phelps Commanding. Captain Phelps was relieved by Lieutenant-Commander N. A. McCully October 12, 1907, who was relieved by Captain V. L. Cottman, November 18, 1907. Captain Cottman remained in command until September 30, 1909, being relieved by Captain Henry T. Mayo, who was relieved January 16, 1911, by Captain Charles H. Harlow. On April 14, Captain Harlow was retired and relieved temporarily by Lieutenant-Commander Willis McDowell, who in turn was temporarily relieved by Captain C. M. Fahs. On July 1st, Captain Fahs was relieved by Captain A. S. Halstead, now in command.

The California was built by the Union Iron Works, San Francisco, Cal. Her construction was authorized by Congress, June, 1900, contract price $3,800,000 and launched April 28, 1904. Her speed on four hour trial was 22.2 knots. Her length is 502 feet, beam 69 feet, 10½ in. Horsepower 23,000. Displacement 13,680 tons. Displacement with full bunkers, 15,138 tons. She has two 3-bladed propellers, 18 ft. diameter, of Manganese bronze.

BATTERY

Four 8-inch guns in turrets, fourteen 6-inch guns, eighteen 3-in. guns, four 3-pounders, two 3-inch field guns, 2 gattling guns, 2 colts.

ARMOR

8 feet deep, 3 feet above load water line, 5 feet below; 6 inches thick at top, 5 inches at bottom at midships, tapering to 3½ inches at ends. Turrets: 6½ inches thick front, 6 inches sides, 2 inches on inclined top. Barbette: 6 inches thick. Conning tower, 9 inches thick. Protective deck: 4 inches thick on incline, 1½ inches thick on top.

Univ Calif - Digitized by Microsoft ®

ROSTER OF OFFICERS

U. S. S. CALIFORNIA, FLAGSHIP
UNITED STATES PACIFIC FLEET

Rear Admiral Chauncey Thomas, Commander-in-Chief, U. S. Pacific Fleet Jan. 16, 1911 to Mar. 7, 1912.
Rear Admiral W. H. H. Southerland, Commander-in-Chief, U.S. Pacific Fleet Mar. 7, 1912 to..... .....

Personal Staff

Lieutenant Commander Willliam D. Leahy.....Fleet Ordnance Offiicer
Lieutenant Commander S. I. M. Major ....Fleet Engineer
Lieutenant Robert L. Ghormley ....Flag Lieutenant
Lieutenant (j. g.) Charles G. Davy..... ....Flag Secretary

Fleet Staff

Pay Inspector Thomas H. Hicks. . ...Fleet Paymaster
Surgeon Charles M. DeValin ....Fleet Surgeon
Major Charles S. Hill..... .....Fleet Marine Officer

Officers of U. S. S. California

Captain C. H. Harlow.....Commanding (Jan. 16, 1911 to Apr. 12, 1912)
Captain C. M. Fahs..... Commanding (Apr. 16, 1912 to July 1, 1912)
Captain A. S. Halstead .....Commanding (July 1, 1912..... . .....)
Lieutenant Commander Willis McDowell
Lieutenant Commander H. T. Winston
Lieutenant G. W. Steele, Jr.
Lieutenant (j. g.) R. T. Keiran
Lieutenant (j. g.) J. M. Schelling
Lieutenant (j. g.) R. B. Horner
Lieutenant (j. g.) E. A. Lofquist
Ensign H. A. Badt
Ensign K. L. Hill
Ensign H. C. Train
Ensign W. W. Waddell
Ensign M. S. Bennion
Ensign F. G. Marsh
Ensign J. G. Ware
Ensign R. H. Skelton
Ensign M. H. Anderson
Ensign D. J. Callaghan
Ensign P. M. Bates
Ensign H. R. Bogusch
Ensign W. H. O'Brien, Jr.
Ensign H. Bode
P. A. Surgeon W. A. Angwin
P. A. Surgeon C. B. Munger
Paymaster J. S. Beecher
1st Lt., USMC, H. T. Vulte
Chaplain J. F. Fleming
Boatswain W. R. Buechner
Chief Gunner C. W. Ljungquist
Gunner G. P. Schurz
Ch. Machinist W. R. Scofield
Machinist R. G. Moody
Machinist E. W. Dobie
Carpenter H. Duthie
Pay Clerk (Fleet) Harry Mack
Pay Clerk W. A. Gillman

Univ Calif - Digitized by Microsoft

ROSTER OF CREW

U. S. S. CALIFORNIA

Chief Master-at-Arms

Ganeau, E.
Marshall, D. F.
Siemes, M.

Chief Boatswain's Mates

Anderson, L.
Clark, C. F.
Hill, R.
Jacobsen, S.
Tyseling, S.
Xaiver, A.

Chief Gunner's Mates

Rakow, R.
Vincent, F.

Chief Turret Captain

Day, W. A.

Chief Quartermasters

Conroy, M. D.
Schiedemen, J. L.

Chief Machinist's Mates

Cole, L. J.
Conner, H. C.
Evans, J. B.
Hilt, H. L.
Michael, J.
Neary, M. J.
Penn, W.
Ring, J. E.

Chief Electricians

Heckendorn, J.
Kohls, C. A.
Thornhill, H.
Trueworthy, C. W.

Chief Carpenter's Mate

Anderson, A.

Chief Water Tenders

Appleby, W. I.
Barry, E.
Hermanson, E. S.
King, G. W.
McCarthy, J.
Zellar, W. A.

Chief Yeomen

Dunham, S. V.
Richmond, W. E.
Thayer, E. L.
Vasey, R. C.

Hospital Stewards

Barber, D. F.

Hospital Stewards (Contd.)

Zembsch, L.

Bandmaster

Wrobel, L.

Chief Commissary Steward

Von Mohnlein, G.

Master-at-Arms, 1st Class

Klesow, J. C.
Trulson, H. T.

Boatswain's Mates, 1st Class

Burmeister, N.
King, L. E.
Lightener, F. E.
McQuade, T.
Tarbell, G. E.

Turret Captain, 1st Class

Kaiss, B. H.

Gunner's Mates, 1st Class

Bain, C. O.
Barrett, P.
Blade, E. J.
Costello, B. P.
Emmel, E.
Junior, C. J.
Williams, C. A.

Quartermasters, 1st Class

Borchers, L. S.
Hackett, R. F.
Shade, S. L.

Machinist's Mates 1st Class

Grandrau, L. A.
Kowalski, G. J.
Los, J.
Morgan, C.
Rowe, H. S.
Savell, M. A.
Tilghman, D.

Electricians, 1st Class

Artley, D.
Bankhead, C. A.
DeVinna, C.
Duncan, W. A.
Edge, E. R.
Findley, F. W.
Horsted, C.
Mallon, J. F.
Mullen, W. M.
Newton, H. F.
Schaiblin, T.
Sherman, K. W.

Univ Calif - Digitized by Microsoft ®

Electricians, 1st Class (Contd.)

Stilwell, D. H.
Talla, J.

Boilermakers

Burke, W. I.
Cullinan, J. G.
McCue, J. J.
Walker, J. H.

Copersmith

Utz, R. H.

Blacksmiths

McCafferkey, E. T.
Corson, J. R.
Dahlstrom, R. O.
Krickmeyer, W.

Plumbers & Fitters

Houser, R.
Kilgoat, J.
Schafer, J. W.
Smith, W. M.

Sailmaker's Mate

Gruber, F. E.

Water Tenders

Ala, G. F.
Beach, C. E.
Blackwood, W.
Bush, F.
Clark, A. G.
Donlon, J.
Hall, F. C.
Holtzman, P.
Johanson, R.
Kinstrey, J.
Matheson, A.
Murry, W. J.
O'Hara, H.
Ohm, G.
Parker, A. L.
Seeker, P. A.
Smith, G.
Smith, H. P.
Smith, J.
Stelling, W.

Painter, 1st Class

Woodbury, M. A.

Yeomen, 1st Class

Davis, J. R.
Deering, J. R.
Pottorff, S. O.
Taylor, E. C.
Veirs, R. B.

Ship's Cook, 1st Class

Soolman, M.

Baker, 1st Class

Johnson, E.

Masters-at-Arms 2nd Class

Carrera, M.
Italien, H.
Schlenther, H.

Boatswain's Mates, 2nd Class

Berg, L. A.
Jones, C.
Korporaal, P.
Montez, J. G.
McEachern, H.
McPherson, W. C.
Nallen, B. F.
Richardson, W. T.
Stevenson, W. K.
Walker, D. T.

Gunner's Mates, 2nd Class

Jackson, R.
Lewis, W. H.
Maerz, J.
Newton, E. F.
Robbins, J. W.
Schultz, B. F.
Sullivan, J. L.
Stewart, H. A.
Williamson, C. P.

Quartermaster, 2nd Class

Hawkins, C. A.

Machinist's Mates, 2nd Class

Cole, C. H.
Drilling, H. E.
Frank, C. E.
Fraser, V. L.
Fuhman, C.
Hany, E.
Heusser, W.
Karter, B. H.
Kilwinski, F. H.
Moore, J. L.
Nelson, H. J.
Quinn, M. M.
Rinehimer, P.
Smith, R. S.

Electricians, 2nd Class

Ahrens, E. F.
Corbiere, A.
Gaxiola, W. M.
Hodgman, F. S.

Univ Calif - Digitized by Microsoft ®

Electricians 2nd Class.

Hodgman, F. S.
Horne, E.
Richardson, H.
Talmadge, G. L.

Carpenter's Mates 2nd Class.

Meredith, G.

Printers.

Lokey, E. R.
La France, O. C.

Oilers.

Beck, E. C.
Boebel, D.
Bresnahan, D.
Carson, L. R.
Collier, F. L.
Duffield, C. F.
Ford, J.
Fox, E. J .
Gordon, V. O.
Hamilton, P.
Harris, W. N.
Henkel, W. C.
Hirstius, O. H.
Kaeo, J. F.
Keenan, W. J.
Keller, P. J.
Kurtz, F. W.
Langley, L. H.
Russom, A.
Stein, H.
Turner, M.
Warner, W.
Williamson, G.

Ship Fitters 2nd Class.

Berg, A. C.
Carson, W. D.
Harding, E. L.

Painters 2nd Class.

Lamb, J. H.

Yoeman 2nd Class.

Chester, E.
Hall, R. E.
Varis, W. G.

Ship's Cooks 2nd Class.

Cox, C. W.
Crouch, C. D.

Masters at Arms 3rd Class.

Francis, M. L.
Pass, C. M.
Shirley, F. H.

Coxswains.

Anderson, C. M.
Anderson, W.
Brown, S. H.
Case, F. L.
Champion, D. E.
Chapman, W. D.
Cross, E. J.
Cunningham, H. C.
DeGray, H.
Finstad, G. W.
Gros, A. P.
Harts, S.
Henriksen, P.
Jeanes, J. O., Jr.
Lakin, C. F.
O'Neill, J.
Ryan, K.
Sims, D. A.
Smart, W. T.
Spring, J. M.

Gunner's Mates 3rd Class.

Anderson, P. P.
Bracken, W. H.
Clark, R.
Dunlevy, J. G.
Garrity, J. E.
Hortsman, H. C. P.
Johnston, J.
Koenig, W. F. C.
Marrah, J. E.
McMahan, J. O.
Olson, H. J.
Wylie, R. S.

Quartermasters 3rd Class.

Caldwell, J. F.
Conyers, D. E.
Hart, J. P.
Kern, A.
Munson, C.
Nicholson, J. W.
Zebley, G. J.

Electricians 3rd Class.

Beach, F. L.
Bufton, W. A.
Garland, L. V.
Jones, T.
Rickell, R. C.
Robbins, H. L.
Ryan, J. L.
Smith, W. W.
Welk, H. K.

Univ Calif - Digitized by Microsoft ®

Carpenter's Mates 3rd Class.

Earnest, G. C.
Halford, G. W.
Sandeen, R.
Wuerl, J.
Wolf, I. D.

Painters 3rd Class.

Woodward, S. J.

Yeoman 3rd Class.

Carter, R. A.
Cunningham, O. H.
Miller, O.
McCain, W. E.
Oliver, H. P.
Worster, G. E.

Hospital Apprentices 1st Class.

Allen, F. O.
Haywood, J. W.
Lane, C. M.
Roane, W. R.
Swang, L. W.

Seamen.

Andrews, J. S.
Armbruster, D. F.
Arnold, B. G.
Baldwin, J. M.
Barnard, E. F.
Barnes, L. J.
Barrett, D. E.
Barrows, H. E.
Biggs, C. K.
Biggs, H. L.
Bosshardt, L. F.
Brand, E. H.
Brandon, J. W.
Bray, L.
Bremer, A. J.
Briggs, A. W.
Brimhall, W. R.
Broadbent, C. S., Jr.
Brotherton, J. S. S.
Brown, W. S.
Caldwell, M. L.
Carter, C. D.
Chilson, F. H.
Clark, C. V.
Cockrum, B. McM.
Cook, C. H.
Corell, C. F.
Coriell, C. F.
Coulter, W. M.
Cruikshank, J. I.
Davenport, W. T.
Decker, E. R.
Dees, L. J.
Dideriksen, A. T.
Dunbar, N. Jr.
Dunning, W. D.
Emmett, R.
Engelhardt, L. P.
Fetter, J A
Fleming, W. G.
Fruge, O. N.
Gamel, G. E.
Gilbay, J.
Gillman, K. L.
Gilman, W. S.
Gordon, H.
Gotham, F. W.
Hall, L.
Harrison, G. R.
Heggan, S. L.
Hoffman, W. E.
Hooper, L. W.
Howard, W. N.
Hunter, R. V.
Imus, W. C.
Ing, P.
Jaswiec, P. T.
Jenkins, R. B.
Kennedy, G. F.
Kerner, A.
Lordrum, D. R.
Lehmann, E. A.
Leson, S. R.
Love, E. R.
Lusk, W. G.
Lynch, C. P.
Mannion, F. J.
Manson, J. L.
Marwood, D. H.
Merbert, C. W.
Meyer, E. E.
Miller, L. E.
Milligan, H. E.
Molitor, P.
Morrill, B. S.
Murrell, J. B.
Murry, M.
McCartney, F. W.
McDonald, C. H.
McKenzie, J. L.
Neubauer, R.
Newby, A. J.
Nicol, W. H. C.
Nourse, G. R.

Univ Calif - Digitized by Microsoft

Palmer, J.
Pollock, H. H.
Pritchard, W. H.
Rhodes, J. W.
Riley, A.
Roache, N. J.
Roeder, C. J.
Ronsse, H. J.
Ross, F. G.
Savage, G. W.
Schaule, J. A.
Schmidt, J.
Scott, H. J.
Shankland, B. L.
Sharkey, T. J.
Sibertson, H. A.
Simmers, G.
Smith, H.
Smyth, F. J.
Soch, F.
Spray, J. S.
Sterrett, J R.
Stevens, E. M.
Thomas, T. F.
Toennies, J. C. M.
Vanderford, J. B.
Viets, C. C.
Warren, G. E.
Welch, C. T.
Welsh, J. E.
White, C.
White, C. S.
Whitlock, R. B.
Wiley, G. F.
Willett, G. B.
Wolf, W. F.
Worford, C. T.

Firemen 1st Class.

Adams, N. S.
Barnes, D.
Barry, D.
Bradford, G. H.
Brown, C. L.
Burns, F.
Buxel, C. E.
Carlyon, J. E.
Coen, C. B.
Coffield, I. F.
Connely, S. M.
Cook, F. A.
Cortterell, C. L.
Coyle, A. A.
Detlaff, A. L.
Dodge, R. G.
Dubee, A.
Duerr, H.
Edwards, P. H.
Einhouse, H.
Floyd, F. C.
Ford, I. R.
Franklin, B. T.
Golden, G. V.
Hopkins, N. C.
Hulburt, F. H.
Ingold, H.
Ingold, I.
Karl, W. G.
Kelley, P. W.
Lanterman, J. E.
Lewis, R. A.
Lindgren, A. W.
Linsted, B.
Maciejewski, J. S.
Mattson, N. B.
Merrick, R. W.
Moon, C. T.
Moran, T. J.
McDonald, T.
McKown, D. F.
Nave E.
Neuman, A. N.
Nicodemus, G. A.
Patterson, C. G.
Richardson, J.
Richmond, C. C.
Rivers, J. E.
Roane, F. M.
Robins, A. J.
Scranton, C. O.
Sheppard, W. T.
Simon, C. W.
Smith, W.
Sparkman, A. H.
Stine, C. W. W.
Swank, J. R.
Tiller, R. P.
Todd, J.
Vinson, E. S.
Wapp, A. W.
Wells, B. B.
Whaley, B. L.
Whyt, C. F.
Wilkerson, W. F.
Wright, F. E.

Univ Calif - Digitized by Microsoft ®

Musicians 1st Class.

Bennage, R. L.
Brannan, A. C.
Contreras, B.
Craig, A. J.
Davis, J. S.
Fisher, R.
Jake, E. F.
Milam, F. A.
Miller, F.
Thomas, N. S.

Ship's Cooks 3rd Class.

Dunlap, C. L.
Prill, O. R.
McDonnall, R.

Bakers 2nd Class.

Hyre, S. M.
LaLonde, R. E.
Lamka, C. R.
Rooney, J. A.

Ordinary Seamen.

Achen, E. G.
Adams, C. E.
Agassiz, C. J.
Allen, J. A.
Anderson, A. C.
Bachman, H.
Bacon, E. C.
Randel, J. DeR
Barkley, W. L.
Bayliss, J. J.
Beadle, W. D.
Boggs, L. C.
Bohks, P.
Bostick, C. S.
Bostick, S. F.
Bowen, J. B.
Bryant, H. J.
Budinski, O. C.
Burton, F. E.
Busby, H. D.
Butcher, R. E.
Campbell, F. L.
Cerise, R. H.
Chriss, L. M.
Claussen, W. C.
Coker, O. G.
Collins, L. E.
Compton, J. W.
Cook, K. W.
Coronado, M. S.
Corrie, W. W.
Daane, E.
Dapper, R. P.
Decker, A. L.
Decker, P. S.
Deckor, P. S.
Delaney, W. P.
Denny, E. J.
DeVore, N. L.
Dodd, E. B.
Dooley, J. C.
Dowd, C. M.
Downs, R. V.
Edwards, P. H.
Elbert, C. M.
Elliott, H. B.
Emmet, C. R.
Evans, H. B.
Everett, A. W.
Faulk, M. A.
Fatthauer, L. M.
Ferguson, J.
Fickes, J. F.
Fike, M. D.
Finks, O. D.
Foster, T. H.
Fowler, H. O.
Gardner, V. P.
Gasele, C.
Graff, E.
Greenwell, D.
Hafford, D. D.
Hanson, L. C.
Hare, T. S.
Harmon, B. F.
Harmon, H.
Harris, B. E. W.
Harris, H. I.
Harrison, J. A.
Hearne, G. W.
Hearne, J. H.
Hickson, L. L.
Hinnant, J. B.
Homfield, L. A.
Hoskins, W. McK
Houk, P. H.
Hunter, J.
Hunting, L. S.
Johnson, C. S.
Johnson, C.
Johnson, S. L.
Jones, C. E.
Jones, P. K.
Jorgensen, M. C.
Keeler, M. L.
Kendall, C. P.

Univ Calif - Digitized by Microsoft

Kennedy, K. E.
King, W. S.
Kirk, H. D.
Kirven, W. P.
Koglmeier, G. H.
Kostlevy, S.
Lambert, J. B.
Mackey, G. B.
Mackey, F. J.
Mann, G. W.
Martilla, A.
Martin, J.
Mentsch, C. R.
Miller, H. B.
Minor, J. M.
Mitchell, F. C.
Mooney, V. W.
Morgan, F. S.
Morgan, P. L.
Murphy, H. D.
McDuffie, J. T.
McGoorty, T. P.
McGuire, M.
McKenzie, S.
McWhorter, H. R.
Nagel, F. A.
Norris, J. B.
Orr, W. R. S.
Parsons, A. J.
Pemberton, H. W.
Phillips, W. F.
Porter, J. F.
Provost, L. J.
Pulliam, H. H.
Quinn, C.
Rabe, W. A.
Raine, G. L.
Rainwater, H. E.
Ray, H. M.
Riggs, M. G.
Rooney, M. J.
Ross, E.
Ross, J.
Rowe, C. G.
Russell, M. F.
Schibush, F.
Schroll, W. H.
Scott, H. L.
Seidel, O. H.
Shappi, E. A.
Showalter, C. O.
Sigler, R. A.
Smith, J.
Snyder, J.
Sorenson, J. J.
Spell, S.
Steffel, M.
Stockman, D. T.
Stout, O.
Stuhr, E. A.
Supernaw, J. A.
Swisher, J. A.
Sylvester, C. L.
Tarrants, L. R.
Taylor, E. N.
Tilton, W. F.
Trankle, W. S.
Traynor, P. A.
Tucker, J.
Veatch, L.
Waldie, G. W.
Wallace, R. S.
Ward, J. L.
Watkins, S. E.
Watkins, W. R.
Weikert, J. G.
Wester, T.
Whalen, F. G.
Wheat, C.
Wilcox, N. E.
Willcox, H.
Williams, C. L.
Williams, R.
Wilson, J.
Young, C. W.

Firemen 2nd Class.

Binns, C.
Bowker, B. G.
Brown, J. N.
Bunker, J. L.
Call, W. F.
Carpenter, T. J.
Clancy, T. W.
Clark, Z. P.
Collins, J. F.
Emberly, J. B.
Emmons, R. R.
Ferris, J.
Foster, S. Jr.
Frid, J. E.
Fuller, E.
Garmes, J.
Georgie, W.
Hambrick, H. C.
Harris, W.
Henshaw, G. A.
Hill, E. B.

Univ Calif - Digitized by Microsoft

Hufft, C. E.
Hutchison, G. R.
Johnson, C. W.
Joseph J.
Kelly, R. J.
Kline, A. R.
Krauthouse, C.
Laird, C. H.
Logan, S. A.
Lucas, W. C.
Mahanna, C. E.
Mattews, L. A.
Michall, D. M.
Mikowski, L.
Miles, E. B.
Miller, W. D.
Morgart, J. S.
Moser, G. E.
Murphy, J. J.
Myers, R. M.
McCarthy, E.
Nicholson, H.
Page, C. R.
Powelson, M. V.
Purpora, L. N.
Redmond, W. B.
Rentz, S.
Small, B. R.
Smith, J. L.
Snell, W. E.
Spriggs, S.
Squires, R. R.
Styles, W.
Tegert, H. S.
Temple, W.
Thisges, A. J.
Tilley, B. M.
Trine, C.
Turnage, W. Z.
Walton, C. E.
Weber, H. F.
Weis, T. T.
Weissenback, A. L.
Westover, W. J.
Whitmore, S. K.
Wright, H.
Zume, J. C.

Shipwrights.

McGuire, R.

Musicians 2nd Class.

Alexander, A. R.
Amistoso, I.
Clamar, E.
Davidson, B. C.
Eahart, C. H.
Fletcher, H. C.
Cronenberger, R. P.
Grepo, A.
Kline, N. E.
Lishman, C. J.
Lowe, J. E.
Patterson, H. L.
Ricafrente, J.
Tolentino, R.
Trias, M. B.

Buglers.

Bonhard, W. F.
Harwood, J. C.

Hospital Apprentices.

Dean, C. M.
Johnson, A. J.

Ship's Cooks 4th Class.

Conn, H. W.
Ireland, H. V.
Maxon, V. D.
Port, J. H., Jr.
Ray, J. E.
Walker, B.
Watson, R.

Coal Passers.

Allen B.
Allensworth, G. H.
Bacon, A. W.
Baker, G. F.
Bannan, J. A.
Bean, C. N.
Bechtel, R. M., Jr.
Beyerle, P. W.
Bigoness, W.
Bigos, C.
Borgeson, A. C.
Boyer, L. L.
Bradshaw, W. R.
Brock, C. E.
Chalfant, C. L.
Clifford, H. W.
Connor, C. E.
Cure, H.
Davenport, W. E.
DeBruler, G. M.
Degraw, P. C.
Dempsey, J.
Docken, T. M.
Doty, N. B.
Doubek, J.

Univ Calif - Digitized by Microsoft ®

Doxsen, H. L.
Eberhardt, G. W.
Elliott, W. F.
Ennis, C. T.
Fagan, M. J.
Flanagan, J. M.
Frey, C. C.
Friedman, S.
Friend, H.
Germain, A. A.
Gessner, J.
Guigery, E. L.
Graham, R. H.
Hay, W. F.
Hilliar, A. E.
Hogan, J. T.
Hooper, M. J.
Jolly, E. P.
Kamm, R.
Kekacs, S. J.
Kelly, S. M.
Kelly, W.
Klepp, H. C.
Knoll, F. B.
Kruszka, F. J.
Latchum, C. H.
Lent, M. B.
Lewis, R. E.
Lowe, T. L.
McFarlane, F. H. C.
Maddison, J. U.
Mangum, A. Z.
Meyers, J.
Minner, G.
Minnon, V. J.
Moore, J. E.
Moore, W. F.
Moore, T. F.
Murphy, P.
McDaniel, H. F.
McGough, T. J.
McMenomay, E.
McNamara, T. E.
Nelson, R.
Nicholson, B.
Nixon, T. H.
Nolette, J. A.
Norton, L. E.
O'Brien, E. F.
O'Connell, J. J.
O'Donoghoe, T. H.
Phelan, T.
Plummer, C. C.
Posser, C.
Puklavage, W. A.
Quinn, W. J.
Rose, C. W.
Rudel, E.
Sabacky, J.
Schaefer, J. E.
Schell, E. F.
Schmidth, J. J.
Schneider, F. A.
Schuergers, P. J.
Schwingen, E.
Seaman, E.
Shallcross, J. C.
Shores, L. J.
Smith, H. J.
Smith, H. V.
Sollers, H. R.
Stader. J.
Thompson, W. V.
Tolles, H. H.
Vaughn, W.
Ward, J. E.
Wardle, J. E.
Weaver. O.
Whleeher, J. E.
Winters, A.
Withers, A.
Woodard, W.

Stewards to Commander-in-Chief.

Kow, L.

Cooks to Commander-in-Chief.

Weng, W. W.

Cabin Stewards.

Mihamoto, S.

Cabin Cooks.

Oka, T.

Wardroom Stewards.

Kunimatz, M.
Ozoma, E.

Wardroom Cooks.

Chung Ah
Pow, K.

Steerage Stewards.

White, G. L.

Steerage Cooks.

Gana, J.

Warrant Officers Stewards.

Foo Ah
Over, J. A.

Mess Attendants 1st Class.

Blanco, S.
Hong Der

Univ Calif - Digitized by Microsoft ®

Mess Attendants 2nd Class.

Angelo, A.
Angquico, A.
Banting, A.
Billi, P.
Darvin, V.
Guerrero, J.
Irineo, R.
Jardin, P.
Jayme, A.
Jhrusalem, J.
Morato, J.
Ricohermoso, S.
Ruiz, Q.
Salas, T.
Toy Num

Mess Attendants 3rd Class.

Aballa, P.
Ala, F.
Aledia, F.
Baza, M.
Beluz, G.
Cainap, E.
Cameros, U.
Cespedes, D.
Chin, P. J.
Fran, T.
Francisco, T. E.
Geporta, H.
Melgar, M.
Navarro, M.
Panuncio, P.
Parilla, G.
Picardal, V.
Reyes, G.
Rubio, M. M.
Sevilla, C. M.

First Sergeants.

Dickerson, A.
Whalen, J. P.

Sergeants.

Albright, G.
Lindenberger, C. M.
Marovitz, M.
Warrell, G.
Goss, P. H.
Huefe, E. G.

Corporals.

Button, J. H.
Carkenord, R. C.
Clement, O.
Hayes, J. L.
Hayes, J. P.
Hill, F. A.
Irwin, B.
Lawrenson, H. L.
Wayt, L. G.
Wallace, J. D.
York, R. A.
Johns, D. H.

Drummer.

Fonger, O. S.

Trumpeter.

Falls, G. W.

Privates.

Abby, W. T.
Anderson, B.
Austin, C. B.
Bell, G. H.
Benchea, G.
Black, E.
Brofft, A. R.
Button, D.
Chirip, P.
Clayton, G. M.
Campbell, J. E.
Cunningham, J. M.
Day, W. H.
Dirksen, R. F.
Drake, F. E.
Edwards, H.
Evans, T.
Feinweb, M.
Flowers, T. A.
Froelich, W. G.
Fuller, C. H.
Garner, V. I.
Gehrke, G.
Gilder, J.
Grey, J. F.
Grimm, E. F.
Grogan, R. R.
Hall, F. E.
Hardcastle, W.
Harris, F. L.
Henschell, G. S.
Howard, F. E.
Hudson, H.
Johnson, R. L.
Ketchum, J. O.
Langan, L.
Leiser, L. F.
Lewis, A. O.
Lewis, H. A.
Lockwood, H. M.
Long, E. R.
Lutters, J.
MacAlpine, M. D.
Mahoney, R. J.
Matthews, E. J.
Mattson, E. M.
Meibos, L.
Menge, S. F.
Morris, M. F.
Mullen, J.
Noddin, C. C.
Peters, F. V.
Peterson, W. J.
Rice, H. R.
Reno, F.
Rogers, A. P.
Root, J. M.
Rose, R. R.
Rountree, C. A.
Russell, R. A.
Schramm, R. R.
Stern, R. P.
Thomas, E. W.
Tolner, B. D.
Tomb, W. R.
Tucker, J. A.
Voelk, F. D.
Warner, L. R.
Weanus, M. J.
Willey, T.
Wilson, D. S.
Yeakle, W. A.

Univ Calif - Digitized by Microsoft ®

NOTE

As the actual making of this book had not been finished when we were so suddenly ordered to Nicaragua, it is considered desirable to place between its covers a brief description of our life on shore in a country in the throes of civil war. W. E. R.

Corinto, Nicaragua, November 10, 1912, U. S. S. California.

EXPERIENCES IN NICARAGUA

The California arrived in San Diego harbor on August 19th, the usual liberty was granted the crew, and a number of the officers and men had been granted leave of absence.

At about two o'clock in the afternoon of August 21st, the Commander-in-Chief received a telegram from Washington which started everyone moving at a lively pace. Officers were sent ashore to notify the men on liberty to return at once, a baseball game in progress between the teams of the California and the Iris was stopped—with the Iris well ahead,—stores that had been ordered were either hurried on board or left behind, and preparations of all kinds were going on in order that the ship might sail at the earliest possible moment.

At 5 p. m., we went outside and anchored off Coronado, and at 10 p. m. we were off on the long run to Nicaragua, which country was again in the turmoil of civil conflict.

As the fighting between the government forces and the rebels had assumed alarming proportions, our minister to Nicaragua had asked that a force be sent there large enough to protect the lives of American and other foreigners, and to prevent the loot and pillage of their propety.

The Admiral's orders directed him to be prepared to so dispose the forces under his command on arrival at Corinto, the principal port in Western Nicaragua, as best to serve the purpose outlined above.

We anchored off Corinto at one o'clock on the afternoon of August 28th and the Commanding Officers of the Annapolis and Denver reported on board to inform the Commander-in-chief of existing conditions and to receive orders as to the disposal of the forces under their command.

After consultation, it was decided to at once land as large a force as possible, and orders were immediately issued to that effect. At 2:45 the California's landing force began to load their equip-

Univ Calif - Digitized by Microsoft ®

ment on the Annapolis and a lighter which she had in tow.

At 5:30 the Commander-in-Chief shifted his flag to the Annapolis, taking with him the following members of his staff:

Major C. S. Hill, U. S. M. C., Fleet Marine Officer, as Aid to the Commander, Expeditionary Force,
Lieutenant Commander W. D. Leahy, U. S. N., Fleet Ordnance Officer,
Surgeon C. M. DeValin, U. S. N., Fleet Surgeon,
Lieutenant R. L. Ghormley, U. S. N., Flag Lieutenant and, later,
Lieutenant (j. g.) C. G. Davy, Flag Secretary.

At 6 p. m. the California's force had been landed, and, with the force from the Annapolis and Denver, was entrained and left Corinto at 4:30 a. m. on the 29th to take temporary positions. At this time the force landed from the California consisted of 17 officers, 274 bluejackets and 65 marines. They took with them besides the regular equipment of rifles and revolvers, 4 Colt guns and one three-inch field piece.

At 10 a. m. on the 24th, the California was dispatched to Panama to bring from that place to Corinto the First Provisional Regiment of Marines, which had been gathered together on the east coast, send down on the Prairie and across the Isthmus of Panama, and this regiment, with Major Butler's battalion of Marines from Panama and the companies landed from the ships, formed the marine expeditionary force.

Meanwhile, the California's marines were stationed at Poseltega and the bluejackets encamped near Leon. Patrols and guards were established at close intervals along the line of railroad which it was necessary that we should control and operate in order that our forces might be uninterruptedly supplied with food, and also to prevent its destruction by either of the opposing forces in the field.

Within our ranks were found men who ran the engines, acted as trainmen, section gangs, repair gangs, linemen, and, in fact, took complete charge of the maintenance and operation of this railroad. Much work was immediately necessary to place the tracks and rolling stock in serviceable condition.

The damage already done by the rebels to bridges and equipment was first hastily, and then in a more thorough manner, repaired, and trains were kept running at fairly regular intervals while this work was being done.

On September 1st the collier Prometheus and the supply ship Glacier arrived. On board the Glacier was Commander T. A. Traut, U. S. N., who had been ordered to relieve Lieutenant Com-

Univ Calif - Digitized by Microsoft

mander W. McDowell as executive officer of the California, several officers and a number of men who had been left ashore on leave.

When the California returned with the Marines, on September 4th, the railroad was in good condition to carry them to their posts. All hands worked until three o'clock on the morning of the 5th to get the men and equipment landed. One battalion, under command of Colonel J. H. Pendleton, U. S. M. C., was landed immedi ately on arrival, entrained and, at 3 p. m. on the 5th started for Managua, though they had to wait near the bridge beyond Leon until joined by the rest of the regiment.

The railroad runs through the outskirts of Leon, the largest city in Nicaragua, with a population of about 40,000. It was necessary to strongly guard the railroad property at this point because the Leonese were very bitter against what they regarded as an unwarranted intrusion on our part.

They did not, at this time, resist our taking control of the railroad property in that vicinity.

At 9 a. m. on the 5th, the California was sent to San Juan del Sur to relieve the Denver in guarding the interests of foreigners in that port, and keeping cable communication open. A small force was kept on shore here at all times.

The railroad was now under our control and operation between Corinto and Managua the capital of Nicaragua.

No armed forces of either party were permitted to use it. Our efforts were at all times directed, during our stay in Nicaragua, toward the carrying out of our orders to protect American and other foreign lives and property—peaceably, if possible, by force if necessary, so we were very careful not to do anything to arouse either the Liberals or Federals, though taking care to impress upon all the reasons why we were there.

It is of course understood that without the control of the railroad it would have been impossible to accomplish our purpose.

Because of the poor condition of the railroad and its equipment, minor accidents were of frequent occurrence, but only one fatality occurred, during our operation of the road, when, on September 8th, Jose Morata, a Filipino mess attendant, fell from a train which was being switched, was run over and his legs cut off at the thighs. The unfortunate boy died almost immediately, from the shock.

Until September 18th our time was occupied in perfecting our organization to handle any situation that might arise. Many complaints made by foreigners against one party or the other were looked into and settled—the complaint most frequently heard being that the rebels would endeavor to forcibly "tax" them financial-

Univ Calif - Digitized by Microsoft ®

ly or otherwise for aid for their cause.

Battles, skirmishes, and minor encounters between the Federals and Liberals were of daily occurrence. Many of them were plainly to be seen from the passing trains, though the combatants usually kept well away from the immediate vicinity of the railroad.

Important work was going quietly forward in the sanitation of the camps and towns, under the direction of our Medical Officers and the Hospital Corps. Due to their efficient precautions, tropical ailments were kept well under control, and the conditions in all towns under our supervision were greatly improved. At no time was there any epidemic; in fact there was not a single death occasioned by disease.

The populace of Masaya and Granada, two important towns beyond the capital, reached by the railroad, was threatened by famine and various disorders, and it became more necessary than ever to take charge of and operate the railroad to its end just beyond Granada, thus permitting the Red Cross supplies which were available for distribution to those people to be carried to them. It was also considered most desirable to have under our control the engines and cars known to be in those towns, so that we might forward the accumulation of freight piled up in the warehouses at Corinto, which was being increased by part of the cargo of every steamer which arrived; and also to carry out in entirety the plan of keeping communication open.

That he might be close to the scene of possible future operations the Commander-in-Chief, accompanied by his staff, on Septemper 17th departed, by train, for Managua where he established temporary headquarters in the United States Legation which were placed at his disposal by the American Minister. Upon arriving in the capital the Admiral found that Colonel Pendleton and Major Butler, who had been directed to proceed with his battalion of Panama Marines to open up and hold the railroad enroute to Masaya and Granada, were waiting for him at Campuzano which is on the Managua side of the famous Barranca and Coyotepe. In In order to reach Masaya, the train carrying Major Butler and his men would have to pass through a cut between these hills—the Barranca and Coyotepe—and these points were in the possession of the rebel General Zeledon who had strongly fortified them. They were considered impregnable by the Federals who had made occasional desultory attempts to capture them.

A message was sent to General Zeledon explaining that Major Butler's train would have to pass through the cut without molestation, and also indicating why we wished to get through. General Zeledon replied that if Major Butler's train attempted to pass

Univ Calif - Digitized by Microsoft

it would be attacked. That was putting it squarely up to us, so the Commander-in-Chief directed that Major Butler delay his start a day, moved our combined forces up to a favorable position for attack, and then notified General Zeledon that, if a guarantee of absolute non-molestation on the part of the rebels were not received by a certain hour, our forces would open fire and drive them from their positions. Two minutes before our artillery was to open fire the rebel representative rushed up to Colonel Pendleton's battle station and said that the train could go through unhamed, and that we could open up communication through these positions and continue to hold it open without hindrance of any kind from them. While the train was passing through Masaya, shortly after dusk, a group of men mounted on horseback fired on it, wounding four of our men. This appeared to be a prearranged signal as unseen parties, from the doors and windows of the buildings in that vicinity, began shedding bullets in our direction. Our forces returned the fire in the dark, and it may be safely said that a great number of those in the treacherous ambuscade did not live to tell the story of this fight in the dark. No further harm was done our force, and the train proceeded on its way. General Zeledon was of course considered responsible for this act, but, as was to be expected, he denied all knowledge of it.

Shortly after the arrival of our forces at Granada, the rebel General Mena turned over all railroad, telephone and telegraph property to our forces and, late, surrendered his positions and all his forces and arms.

With the situation under control the Red Cross supplies were brought in and distributed to the starving people of Granada and Masaya, and our own provisions were used to succor the distressed.

Mena's surrender to Admiral Southerland left Zeledon, in his fortifications, and the Leonese at Leon, as the only remaining disturbing elements for the Federals to overcome, and the only two menacing positions along the railroad.

The Commander-in-Chief demanded that Zeledon evacuate his position, in which he was a constant menace to the safe operation of the railroad. General Zeledon refused to comply with this demand and thus, again, placed us in an untenable position. After further consideration the Admiral informed General Zeledon that if he had not evacuated his position by 8 a. m. on October 3rd our forces must attack his position. Zeledon again refused, stating that he would fight.

Promptly at 8 a. m. on October 3rd, Major Butler opened fire with his field guns. At 5 a. m. on the morning of the 4th the rest of our forces had reached their positions for attack, and at 5:18

Univ Calif - Digitized by Microsoft ®

our combined forces assaulted Coyotepe, rushing up the hill in the face of a fierce fire from the rebels.

This baptism of fire, which struck down here and there a comrade, filled the air with its murderous voice of hate and defiance, and created within our charging ranks a wild desire to get to the top of the hill and put a stop to senseless slaughter. The engagement lasted thirty-seven minutes and left us in possession of Zeledon's position with none to dispute our right to be there. Zeledon had, the day before this action, transferred his headquarters to Masaya. When on the 4th our forces attacked his position, he endeavored to escape toward the Costa Rican boundary, but was, with a number of his generals, pursued and all the party captured, —Zeledon dying of his wounds within an hour after his capture.

Though we were victorious, there was no joy to be found in our victory for our Flag planted on top of Coyotepe looked down upon many slain and wounded, and some of our comrades were among them. We lost four men:

Private Ralp Bobbett, Co. "B",1st Battalion, U. S. M. C.,
Private Charlie H. Durham, Co. "C", 1st Battalion, U. S. M. C.,
Private Clarence H. McGill, Co. "C", 1st Battalion, U. S. M. C.,
Private Harry Pollard, Co. "C", 1st Battalion, U. S. M. C.,
killed, and the following were wounded:

Second Lieutenant G. W. Martin, Co. "C", 1st Battalion, U. S. M. C.,
Sergeant A. P. Sherburne, Co. "C", 1st Battalion, U. S. M. C.,
Private William Harvey, Co. "C", 1st Battalion, U. S. M. C.,
Private Alfred Lunder, Co. "C", 1st Battalion, U. S. M. C.,
T. P. McGoorty, ordinary seaman, U. S. Navy, U. S. S. California.

Upon learning of our loss, the citizens of Granada informed the Commander-in-Chief that they would esteem it an honor if he would permit the remains of our dead to be interred in ground set apart by the city for that purpose. This offer was declined with sincere thanks, as the Admiral felt it proper that our comrades should be laid to rest in our own cemetery.

Impressive funeral ceremonies were conducted, by Chaplain Fleming of the California, at Camp Weitzel which is situated on a hill overlooking the city of Managua. These services were attended by the President of Nicaragua, his Cabinet, other high officials, many prominent people, native and foreign, and by the Commander-in-Chief, staff, and all our officers and men in Managua.

Immediately after the services the dead were escorted to the train by a full battalion, through streets lined by masses of natives

Univ Calif - Digitized by Microsoft

who had never before known that in any nation, honors are rendered the dead soldier. On arrival at the station the remains were entrained, and left under full military honors—the caskets strewn with flowers gathered by the comrades of the dead.

An incident occurred at Chichigalpa, another of our posts, on the morning of the 4th when Lieutenant E. C. Long, U. S. M. C., marched his company up to the quartel at that place in search of dynamite bombs rumored to be in concealment there. As they approached the cuartel, a considerable mob of rebels soldiers and others armed with rifles and machetes, closed in and fired on our men, wholly disregarding the orders of their officers to the contrary. Their fire was promptly returned by our men, and thirteen of the rebels killed, and five of our men wounded, as a result of the skirmish.

Four dynamite bombs were discovered.

It now became necessary to enter Leon and render that city, by our occupation, a point no longer menacing the line of communication, with which event the disorders in the largest city of Nicaragua would end. On Ocober 6th our forces entered the city from various points. This entrance was forcibly resisted by organized bands of rebels which were soon dispersed, but not until during the scattered fighting, three more of our comrades and shipmates:

Roy G. Morgan, turret captain first class, U. S. S. Colorado,

D. H. Bourgeois, ordinary seaman, U. S. Colorado, and

Private John Bartell, Co. "D", 1st Provisional Regiment, U. S. M. C., were killed, and three men were wounded:

Private F. Kittsmiller, U. S. M. C., U. S. S. Colorado,

P. D. Lancer, ordinary seaman, U. S. N., U S. S. Colorado, and

Trumpeter Louis Balter, U. S. M., Co. "G", 1st Provisional Regiment

Military honors were rendered those who died in this engagement and their bodies, with those of the men who were killed at Coyotepe, were sent to San Francisco on the P. M. S. S. San Juan.

The engagement at Leon was the last in which we were forced to do any fighting, and from this time on our forces were engaged in performing routine duties, standing by for any need that might arise for their services.

The control of the railroad was gradually restored to the hands of its owners, they relieving our men with civil employees as fast as they could secure them. We retained, by permission, one man on each train to look after the safe delivery of our mail to our camps. The control of all the towns held by us from Granada to Corinto was gradually turned over to the Federal officials—

Univ Calif - Digitized by Microsoft

under our military supervision. The rebels, granted amnesty by President Diaz, disbanded, turned in their arms, and returned to their ordinary pursuits. The government army was much reduced in numbers, and the people, as a whole, seemed determined to now settle down to promote the development of a peaceful prosperity in this magnificent country.

A touching and significant tribute, which will make clear to the readers as, perhaps, nothing else could the conditions existing in this beautiful land in time of civil strife, follows:

(Translation)

Granada, Nicaragua, October 11, 1912.

To Admiral Southerland,

Honorable Sir:

Daughters of this beloved soil which God has endowed with a prodigality of beauty and natural riches, we would feel happy and contented if we had the tranquility indispensable for the development and well-being of the family; but, unfortunately, civil conflicts have resulted in weakening the ties which in every civilized country are considered sacred and which maintain the stability of all well-organized society, which cannot exist without due respect for life and property.

These conflicts have been each day more stubborn and bloody, the bitterness each day greater, and the loss each time more irreparable, bringing about a division so deep in the Nicaraguan family that the most perverse elements dominated in this city and it fell to our lot to live in a state of horror and fright in which the mother, the daughter, the wife and the sister saw themselves each moment threatened with the loss of all they held most dear, of their subsistence, of the most necessary things even for the life of the children, with the loss of their own honor.

It is for this, seeing the prolongation of the recent conflict which was growing fiercer each day, that we celebrated with enthusiasm your arrival on the shores of Nicaragua as an omen that soon our ills would cease. Our hopes were fulfilled, inasmuch as you have given with wonderful rapidity the peace and tranquility that we so much longed for.

On account of the shortness of your stay in this city, we were not able to express to you personally our gratitude and profound esteem, so we send you a bouquet of flowers from our gardens, which in their perfume carry for you and your great and generous country the tenderest feelings of the women of Granada.

The judgment and prudence with which your worthy subordinate officer, Major S. D. Butler, U. S. M. C., has executed his

Univ Calif - Digitized by Microsoft ®

mission in this city gives credit to the high efficiency of the officers and the morals and discipline of the American forces.

Already we have enjoyed for these few days real peace and tranquility with the stay of the American forces in our midst. It is for us to express the desire that our elder sister—the great Republic of the United States—so wise, so powerful, will bring to us permanently the benefits which all her sons enjoy throughout all her vast and peaceful domain.

With assurances of the highest and most distinguished consideration, we remain,

Your most obedient servants,

(Subscribed to with the names of two hundred and sixteen (216) ladies of Granada.)

If our presence gave to the women of Nicaragua the peace of mind described above, one may easily understand what a comfort it must have been to the Americans and other foreigners in that country whose lives and property we had been sent to protect.

During the last few quiet days of our stay, parties under command of Captain W. A. Gill, U. S. Navy, commanding the Colorado, and Captain A. S. Halstead, U. S. Navy, commanding the California, made various reconnaissances on horseback into the interior of the country, and visited some of the large estates where bananas, coffee, rubber, cattle, etc., are raised on a large scale.

The members of these parties gave glowing accounts, on their return, of passing through glorious scenery to a bounteous hospitality extended them by the proprietors of the estancias.

On October 24th the embarkation of our forces commended with the withdrawal of the landing forces of the Cleveland and Denver, which vessels sailed for home on theh 25th and 26th, respectively.

On November 12th the last of our forces had been returned to our ships, leaving only the Marines of the Provisional Regiment to be carried back later by the Buffalo, except the detachment to remain at Managua as a guard to the United States Legation until the tranquility of the country is absolutely assured.

On November 13th, the Commander-in-Chief entertained the President of Nicaragua and his Cabinet at a farewell luncheon on board the Flagship California, and at 4:15 p. m. on November 14th, the fleet, consisting of the California, Colorado and Maryland, sailed for San Diego and home.

We now look forward again to target practice—navy yard—and furloughs.

May our dreams at last come true.

THE END.

Univ Calif - Digitized by Microsoft ®

Univ Calif - Digitized by Microsoft ®

Univ Calif - Digitized by Microsoft ®

Univ Calif - Digitized by Microsoft ®

YC 10205

M314204

Univ Calif - Digitized by Microsoft ®